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UNITED STATES SHIP JAMESTOWN

54TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 379.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. H. A. HERBERT, Secretary of the Navy,

BY

LIEUT. COMMANDER RICHARD RUSH, U. S. NAVY,

SUPERINTENDENT NAVAL WAR RECORDS,

AND

MR. ROBERT H. WOODS.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 3.

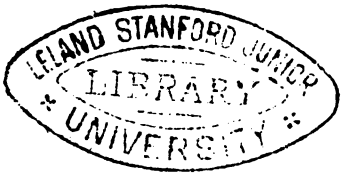
THE OPERATIONS OF THE CRUISERS

FROM APRIL 1, 1864, TO DECEMBER 30, 1865.

WASHINGTON:

GOVERNMENT PRINTING OFFICE,

1896.



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VOLUME 1.

Operations of the cruisers from January 19, 1861, to December 31, 1862.

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

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PREFACE.

The publication of the Official Records of the Union and Confederate navies in the war of the rebellion was begun November 1, 1894, by the Navy Department, under authority of an act of Congress approved July 31, 1894. The plan of publication adopted by the Department for the compilation includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically, and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department, therefore, has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of the participants in the events referred to and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The second volume of the records (Series I, vol. 2), which has been recently published by the Department, narrates the operations of the cruisers from January 1, 1863, to March 31, 1864. These operations are comprised in the reports of the commanders of Union squadrons and of vessels acting singly which were sent in search of the Confederate cruisers and privateers, as well as the reports of the commanders of the latter vessels. The field of operations of these ships extended to nearly every sea, and was distinct from that of the blockading squadrons. The time covered the entire period of the war, and the vessels

concerned were usually acting under independent and special orders, the report of each commander forming, as a general rule, a complete paper in itself.

It was therefore thought best in the compilation of the volumes relating to this subject to place the Union documents together and to have the Confederate documents follow them, each division covering about the same period of time in the same volume. This arrangement was adopted in order to preserve the continuity of the narrative, especially in the Confederate matter. The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper, and without other subdivision or classification. It is believed that this chronological arrangement, in connection with the full and copious index to each volume, will afford ample means of reference to its contents. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

The present volume (Series I, vol. 3) completes the reports of the operations of the cruisers to the close of the war.

RICHARD RUSH,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., April 1, 1896.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the

publication is completed, and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

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1. Operations of the Cruisers, 1861–1865.

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West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola navy yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk navy yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock rivers, 1861–1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861–1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862–1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863–1865.

5. Atlantic Blockading Squadrons, 1861–1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861–1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862–1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864–1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861–1863.

* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863–1865.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861–1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861–1862.
*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862–1864.
East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862–1863.
Mortar Flotilla, under Commander Porter, U. S. N., 1862.
Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N.
*Mobile Defenses, under Flag-Officer Randolph, C. S. N.
Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
*Mobile Defenses, under Admiral Buchanan, C. S. N.
West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
*Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861–1865.

Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861–1862.
*Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
*Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
*Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
*Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862–1864.
Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N, 1864–1865.
*Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

LIST

OF

UNITED STATES VESSELS OF WAR SEARCHING FOR CONFEDERATE CRUISERS AND BLOCKADE RUNNERS

FROM

APRIL 1, 1864, TO DECEMBER 30, 1865.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
Ascutney	Third	974	Side-wheel steamer	102	10
Aster				29	
Augusta	Third	1,310	Side-wheel steamer	156	10
Chippewa	Fourth	507	Screw steamer	85	4
Circassian	Fourth	1,750	do	129	6
Colorado	First	3,425	do	626	52
Connecticut	Second	1,725	Side-wheel steamer	287	11
Constellation	Second	1,265	Sailing sloop	283	24
Cyane	Third	792	do	149	19
Dacotah	Third	996	Screw sloop	147	7
Dumbarton	Fourth	636	Side-wheel steamer	96	4
Emma Henry[1]	Fourth	521	do	72	
Eolus	Fourth	344	do	53	3
Fahkee	Fourth	699	Screw steamer	73	5
Florida	Third	1,261	Side-wheel steamer	157	7
Fort Jackson	Second	1,770	do	194	7
Galatea	Third	1,244	Screw steamer	163	9
Gemsbok	Fourth	622	Bark	91	7
Glaucus	Third	1,244	Screw steamer	170	9
Grand Gulf	Third	1,200	do	201	11
Ino	Fourth	895	Sailing ship	144	9
Ioseo	Third	974	Side-wheel steamer	173	10
Iroquois	Third	1,016	Screw steamer	154	10
James Adger	Third	1,151	Side-wheel steamer	109	8
Jamestown	Third	985	Sailing sloop	186	22
Juniata	Second	1,240	Screw sloop	164	11
Kearsarge	Third	1,031	do	147	7
Lancaster	Second	2,362	do	367	30
Mackinaw	Third	974	Side-wheel steamer	170	10
Marblehead	Fourth	507	Screw steamer		7
Massasoit	Third	974	Side-wheel steamer	157	10
Mazumee	Fourth	593	Screw steamer	100	6
Michigan	Fourth	582	Side-wheel steamer	88	18
Moccasin	Fourth	192	Screw steamer	31	3
Mohican	Third	994	Screw sloop	145	7
Monadnock	Third	1,564	Ironclad	149	4
Montgomery	Third	787	Screw steamer	121	6
Monticello	Fourth	656	do	154	6
Mount Vernon	Fourth	625	do	94	5
Narragansett	Third	809	Screw sloop	84	6

[1] Also known as Wasp.

List of United States vessels of war searching for Confederate cruisers, etc.—Continued.

NAME.	RATE.	TONNAGE.	CLASS.	CREW.	GUNS.
National Guard	Fourth	1,046	Sailing ship	54	4
Neptune	Third	1,244	Screw steamer	158	9
Nereus	Third	1,244	do	166	11
Niagara	First	4,582	do	420	32
Osceola	Third	974	Side-wheel steamer	174	10
Onward	Fourth	875	Sailing ship	103	10
Pawtuxet	Third	974	Side-wheel steamer	189	12
Pontiac	Third	974	do	172	16
Pontoosuc	Third	974	do	163	12
Powhatan	First	2,415	do	266	19
Proteus	Third	1,244	Screw steamer	160	11
R. R. Cuyler	Third	1,202	do	111	10
Rhode Island	Second	1,517	Side-wheel steamer	164	11
Saco	Fourth	593	Screw steamer	127	12
Sacramento	Second	1,367	do	154	10
Saginaw	Fourth	453	Side-wheel steamer	87	4
St. Louis	Third	700	Sailing sloop	183	18
St. Mary's	Third	985	do	133	23
San Jacinto	Second	1,446	Screw steamer	278	14
Sassacus	Third	974	Side-wheel steamer	162	12
Saranac	Second	1,446	do	179	13
Seneca	Fourth	507	Screw steamer	109	5
Shawmut	Fourth	593	do	123	8
Shenandoah	Second	1,378	Screw sloop	175	10
State of Georgia	Third	1,204	Side-wheel steamer	154	8
Susquehanna	First	2,450	do	264	16
Suwanee	Second	1,030	do	159	10
Tahoma	Fourth	507	Screw steamer	94	6
Tallapoosa	Third	974	Side-wheel steamer	190	10
Ticonderoga	Second	1,533	Screw sloop	193	10
Tioga	Third	819	Side-wheel steamer	105	8
Tristram Shandy	Fourth	444	do	77	3
Vanderbilt	Second	3,360	do	209	15
Wachusett	Third	1,032	Screw sloop	167	10
Wando	Fourth	645	Side-wheel steamer	86	3
Wateree	Third	974	do	157	10
Wyoming	Third	997	Screw sloop	135	7
Yantic	Fourth	593	Screw steamer	113	8

CALENDAR.

1864.

APRIL.

Sun.	M.	T.	W.	T.	F.	Sat.
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MAY.

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JUNE.

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JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
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AUGUST.

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SEPTEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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OCTOBER.

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NOVEMBER.

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27	28	29	30	...	...	...
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DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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1865.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
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MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
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APRIL.

Sun.	M.	T.	W.	T.	F.	Sat.
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MAY.

Sun.	M.	T.	W.	T.	F.	Sat.
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JUNE.

Sun.	M.	T.	W.	T.	F.	Sat.
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1865—CONTINUED.

JULY.

Sun.	M.	T.	W.	T.	F.	Sat.
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AUGUST.

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SEPTEMBER.

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OCTOBER.

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NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
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OPERATIONS OF THE CRUISERS—UNION.

FROM APRIL 1, 1864, TO DECEMBER 30, 1865.

OPERATIONS OF THE CRUISERS—UNION.

FROM APRIL 1, 1864, TO DECEMBER 30, 1865.

Letter from the Secretary of the Navy to Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, suggesting the probable destination of the C. S. steamers Florida and Georgia.

NAVY DEPARTMENT, *April 1, 1864.*

SIR: A firm in New York, writing to the Department under date of the 16th ultimo, has suggested as a destination for the *Florida* and *Georgia* the straits of Le Maire, between the island of Tierra del Fuego and Staten Island, through which he says nine out of every ten California-bound ships pass, in plain sight from either shore. He adds the protection of the land in these straits is such that the rebel steamers could lie almost obscured and in comparatively smooth water, with a good harbor near at hand, while escape from [by] merchantmen would be impossible.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama.

Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the probable movements of the C. S. steamers Georgia and Rappahannock.

PARIS, *April 1, 1864.*

SIR: The *Georgia* lies 3 miles below Bordeaux, where she will probably remain some days, not coming into port, as she is unwilling to unship her powder. It is reported to me that her crew consists of seventy-five or eighty men; that her armament consists of eight cannon, five mounted and three not mounted. One of her mounted guns is a long rifled cannon, throwing long projectiles, as is said, with a very long range. These statements differ very much from her force as published in the newspapers, which give her a crew of some three hundred men and an armament of some twenty guns. You can probably distinguish which of the two statements is correct.

My belief is that the *Rappahannock* will not be permitted to leave Calais at an early day. If, therefore, you think the chance of catching the *Georgia* is a good one, you had best go around to Bordeaux.

Yours, truly,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding provisions and stores for the squadron.

FLAGSHIP POWHATAN,
Key West, April 3, 1864.

SIR: I have the honor to report the arrival of this ship at Key West for provisions and stores for the squadron, and that I shall return to Cape Haitien by about the middle of this month.

Should it be the intention of the Department to continue the West India Squadron, it will be necessary to send the storeship *National Guard* to Key West, or to a Northern port, for provisions and stores for the summer months and the hurricane season.

I should be glad to be informed of the views of the Department in the matter.

On the next page is the position of the squadron at this time.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Position of the West India Squadron, April 3, 1864.

Flagship *Powhatan*, at Key West for provisions and stores for the squadron.

Galatea, Commander J. P. Sanford, and *Neptune*, Commander John Guest, convoying, alternately, the California steamers. One of the above ordered to go in pursuit of any rebel cruiser that may be heard of on the station.

Storeship *National Guard*, Acting Master L. A. Brown, commanding, cruising off the north side of Haiti for the exercise of officers and crew.

Storeship *Gemsbok*, Acting Master Oliver Thacher, commanding, with coal at St. Thomas.

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Instructions from Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commander Murray, U. S. Navy, commanding U. S. S. Wateree, regarding the cruise of that vessel.

U. S. FLAGSHIP LANCASTER,
Acapulco, April 4, 1864.

SIR: I have been informed by the Department that the U. S. S. *Wateree*, under your command, has been attached to this squadron, and may be expected at Valparaiso early in June.

On your arrival you will communicate with Mr. Nelson, our minister at Santiago, but do not risk your vessel at this season of the year by remaining longer than is absolutely necessary to replenish your coal from our depot at Valparaiso.

You will then proceed to Callao, where you can remain a week or ten days, and from thence to Guayaquil, where you can stop the same length of time. At each of these places you will announce your arrival to our minister at Lima and at Quito. You will endeavor to obtain

from every possible source all information with regard to suspicious vessels fitting out, or otherwise, along the coast, and report to me by the mail steamers, directing your letters to Panama.

When opportunity offers, I wish you to enlist all the able-bodied men you can accommodate, without regard to nation or color, provided they will take the oath of allegiance to our flag for the time they remain in our service. You can enter them from one to three years, with an agreement, if they require it, to be discharged on this coast.

It is reported that an organized band of pirates is preparing to seize one of our steamers. You can not, therefore, be too careful, particularly when not underway, to guard against any desperate effort of this kind.

When at anchor a sufficient watch must be on deck, with arms at hand and the crew drilled at a particular call to rush on deck without waiting to dress, should any suspicious boat or vessel approach your ship.

As the commander in chief of the squadron is the sole judge of the proper disposition of the vessels under his command, you will be exceedingly cautious how you suffer consuls or any persons whatever to cause you to deviate from the instructions you may receive.

After leaving Guayaquil you will proceed direct to Panama, where further instructions will await you.

I am, respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commander FRANCIS KEY MURRAY,
Commanding U. S. S. Wateree, Valparaiso, Chile.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the intended departure of that vessel from Bahia, Brazil.

U. S. S. WACHUSETT,
Bahia, Brazil, April 4, 1864.

SIR: Being ready for sea in all respects, I will leave here this day to execute your orders* of the 27th January last.

When it becomes necessary to replenish our coal I will do so at the place at which I am informed in your instructions of the 27th of January the Navy Department will communicate with me.

I have the honor to be. very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. minister to France, in response to letter regarding the C. S. steamers Georgia and Rappahannock.

U. S. S. KEARSARGE,
Victoria (London) Docks, April 5, 1864.

SIR: I have the honor to acknowledge receipt of your letter of the 1st instant. I have considered your suggestions in regard to the

* See vol. 2, p. 593.

Georgia, and however strong my desire to leave the [English] Channel, which the unusually severe weather has rendered so tedious, yet the prospects of intercepting her are so slim that I do not think I should be warranted in drawing off from the *Rappahannock* without the aid of another cruiser.

We have no chance while the twenty-four-hour law rules. It was small before, but the adoption of procedure of the English neutrality proclamation has cut this off.

We are fully acquainted with the *Georgia's* battery, which was five guns mounted when she left, and are not to be deceived by any reports of increased armament and crew which the rebels put forth.

It became necessary to enter dock for repairs. These have been completed, and we shall return to the [English] Channel to-morrow.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. WM. L. DAYTON.

Order of the Secretary of the Navy to Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, regarding the future movements of that vessel.

NAVY DEPARTMENT, *April 5, 1864.*

SIR: Proceed to sea with the U. S. S. *Proteus* and cruise between Bermuda and Nassau, for the protection of our commerce and to intercept vessels engaged in violating the blockade, until your coal shall be nearly exhausted, and then proceed to Key West and report to Acting Rear-Admiral Theodorus Bailey for duty in the Eastern Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander R. W. SHUFELDT, U. S. Navy,
Commanding U. S. S. Proteus, New York.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of completed repairs to that vessel.

U. S. S. KEARSARGE,
Victoria (London) Docks, April 7, 1864.

SIR: I have the honor to inform the Department that it became necessary from the state of machinery and foulness of the bottom of this vessel to make a sheltered port for examination. I accordingly left Dover Roads for the nearest port and entered the Victoria Docks, in the Thames, the 31st March.

The bottom having been examined and cleaned, and the necessary repairs made, I shall sail again this day to take up my station in the [English] Channel. I enclose copy of the report of the chief engineer of this vessel of repairs completed.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting correspondence with the U. S. minister to Great Britain regarding the repairs to that vessel at London docks.

U. S. S. KEARSARGE,
Victoria (London) Docks, April 7, 1864.

SIR: I have the honor to enclose copy of correspondence with Mr. Adams, U. S. minister at London.

The Department will see that this ship is forbidden to lay at the roadsteads of the Downs and Dover, and the determination of the English Government to shut her off from running under the headlands, which have afforded the only partial lee for escape from the blows in the [English] Channel.

I have already been informed by the French authorities that I could not lay outside of any ports of France for a longer period than twenty-four hours, and the coast does not afford that shelter which the headlands of England offer.

Under these circumstances, as the shoals in mid-channel, with the strong current and fogs, render it dangerous to keep between them, I shall be compelled to make Ostende as the nearest port, or some other, and use such efforts at the time as will afford the most reasonable prospect of intercepting the *Rappahannock*.

I have been satisfied that with the aid of the *Annette* (the small chartered steamer) we should have been able to overhaul this vessel shortly after her departure, but the request of Mr. Adams, on the complaint of Earl Russell, not to make Dover Roads a basis of operations will compel us to use other means for this object.

The chartered steamer *Annette* has been of great service, and, from secret information received, she proceeded to Dunkirk and Ostende, relieved some thirteen American ships which were shut up from fear of the *Rappahannock*, discovered at last that the French luggers *Jerome* and *Imperial*, with ammunition and some guns, were not myths, but under assumed names were lying at Ostende, and has obtained other valuable information.

The French Government having ordered the seizure of the *Rappahannock*, I deemed it expedient to inform Mr. Morse that I should not continue the charter; but his opinion, based on information from secret agents, that the *Rappahannock* would shortly be released may modify this determination. In the meantime he has assumed the charter for the interest of the State Department.

Mr. Morse informs me that the *Georgia's* arrival at Bordeaux was not in consequence of repairs required, but that she had two guns, with other material, for the *Rappahannock*. Her object was communication, and he has secret information that she will return in the [English] Channel to some appointed rendezvous for meeting the *Rappahannock*.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. KEARSARGE, *April 6, 1864.*

SIR: I have the honor to inform you that, owing to the continued length of time which it has been necessary to keep the *Kearsarge* ready

with steam in cruising in the [English] Channel, the boilers were in that state which required that the fires should be hauled and certain repairs made.

A letter was addressed to you that an application in accordance with her Majesty's neutrality proclamation might be made to the Government to authorize this work. I have received no response to this application, but the repairs being such as the crew of this vessel could make, and the principal object being to obtain a sheltered harbor, the work has been completed, and I shall proceed immediately to sea.

The only article obtained has been a spar, with such small requirements supplied as are always incidental to a steam vessel.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. CHARLES FRANCIS ADAMS,
Envoy Extraordinary and Minister Plenipotentiary.

LEGATION OF THE UNITED STATES,
London, April 6, 1864.

SIR: I regret to be compelled to inform you that her Majesty's Government, in reply to my application for permission to the *Kearsarge* to remain here for the completion of some repairs, has taken exception to the sudden manner in which the vessel has been brought here and put into dock, before notice given or any discretion exercised about allowance of time for an answer. I am obliged to admit that there has been an omission of courtesy in this respect which is embarrassing. There has been also some disposition to object to your use of the harbors on this side as a base of hostilities, which I desire to mention for the sake of putting you on your guard against giving causes of offense.

As I do not understand his lordship as giving the permission asked for, I regret to be constrained to request you to proceed to sea without delay, whether the repairs be completed or not.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Captain JNO. A. WINSLOW, U. S. Navy,
U. S. S. Kearsarge.

U. S. S. KEARSARGE, *April 6, 1864.*

SIR: I have the honor to acknowledge receipt of your letter of this day's date. I would beg leave to reply that in my view I find no cause for which her Majesty's Government could justly institute a complaint against this ship for entering the Victoria Docks.

An application was forwarded from Dover Roads, stating the necessity and requesting permission for repairs. This was done as a matter of etiquette and respect to the Government of her Majesty, but the right was clearly granted by her Majesty's proclamation of February 1, 1862, which is as follows:

If any ship of war or privateer of either belligerent shall, after the time when this order shall be first notified and put in force in the United Kingdom and in the Channel Islands, and in the several colonies and foreign possessions and dependencies of her Majesty, respectively, enter any port, roadstead, or waters belonging to her Majesty, either in the United Kingdom or in the Channel Islands, or in any of her

Majesty's colonies or foreign possessions or dependencies, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her crew, or repairs.

This acknowledges and endorses the right of a ship of war belonging to the United States to enter any port in England for the purpose of repair, and if I am wrong in the construction of language in which the sense is so apparent it would seem no more than right to ask from her Majesty's Government an explanatory construction.

I have the honor to be, most respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. CHARLES FRANCIS ADAMS,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, transmitting letter from the U. S. consul at Batavia, Java, regarding the probable movements of the C. S. S. Alabama.

U. S. STEAM SLOOP WYOMING,
Batavia, April 8, 1864.

SIR: I have the honor to report my arrival at this place on the 27th ultimo, eleven days from Macao, and to acknowledge the receipt of your orders, duplicate, of November 21, 1863; also General Orders, Nos. 16, 17, and 18.

I enclose a letter from Mr. Pels, American consul at this place, giving his opinion with regard to the *Alabama*. Nothing definite has been heard of that vessel since the 12th of January last, when she landed the crew of the *Emma Jane* on the coast of Malabar.

From the time elapsed since she was heard from, I am of the opinion that she has left the Indian Ocean, and, taking into consideration the present condition of the boilers, as represented by the chief engineer, I feel it my duty to proceed to the United States, in obedience to your orders of 15th April and 21st November last.

Respectfully, etc.,

D. MCDOUGAL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. CONSULATE,
Batavia, March 28, 1864.

SIR: As you wish to know my opinion about the probable whereabouts of the rebel privateer *Alabama*, I beg to state that the last positive news about her was that she had burned the American ship *Emma Jane* off the coast of Malabar and had proceeded on to Bombay. Since several months, however, no intelligence of further depredations has reached me, and the general opinion is that the *Alabama* has made course again for the west of Cape of Good Hope, it being supposed that her hull and boilers will want capital repairs after some time, and for which she will have to enter some European port. This supposition is confirmed by the remarkable fact that, since a month, British

firms, though not paying full rates, do not longer absolutely exclude the American flag when they want to charter vessels home, and several American ships have lately been chartered in Singapore, China, and Manila to load both to the United States and to Europe.

I have the honor to be, sir, your most obedient servant,

JN. P. PELS,
U. S. Vice-Consul.

Commander DAVID MCDOUGAL,
U. S. S. Wyoming, Present.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding movements of some of the vessels on that station.

U. S. FLAGSHIP LANCASTER,
Acapulco, April 9, 1864.

SIR: As political affairs seem to be assuming a quiet aspect, and as many of the inhabitants are returning to the city to pursue their former occupations, I have concluded to leave for Panama on the arrival of the mail steamers due on the 9th and 10th instant.

The *Saginaw* will remain here for the protection of American interests until she is relieved by the *Narragansett*, expected from San Francisco.

I expect to be at Panama on the 20th instant, and will remain long enough to learn whether any men will be sent out for this ship, so as to save the expense and risk of sending them so far up the coast.

I have sent the *Farrallones* (storeship) to San Francisco for such stores and provisions as may be required for the use of the squadron in this vicinity.

I have the honor to be, respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of a cruise, and enclosing information relative to the steamer Sea King, afterwards C. S. S. Shenandoah.

U. S. S. WACHUSETT,
At Sea, Lat. 4° 6′ S., Long. 33° 37′ W., April 11, 1864.

SIR: I have the honor to report that since leaving Bahia we visited Pernambuco and, yesterday, the island of Fernando de Noronha.

All on board are well.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Captain Babcock, of American whaler *Lydia*, was informed by an English merchant at Hobart Town, a man of good standing and reliable, whom he feels sure would not attempt to deceive him (although

it is possible that the merchant himself might have been deceived), that there was a steamer fitting out in England called the *Sea King*. She was to be ready to sail from England by middle of January. She was to proceed to Australia, calling en route at some place on Van Diemens Land for coal. Her object was to prey on the whalers in that sea. The merchant received his information from a person who had it from the agent of the vessel.

The American whaling ship *Eliza*, while near Lord Howe Island, fell in with an English vessel lying off and on, under short sail. Did not seem to be bound anywhere in particular. He saw him first in the afternoon. There was a good breeze all night, but the next morning the vessel was still in the same place, apparently waiting for something.

During the afternoon Captain Duvall, of the *Eliza*, sent a boat to the Englishman; found her to be coal laden. The English captain enquired very particularly about Lord Howe Island and Norfolk Island, asking if a ship could anchor there; if he could discharge his cargo there, etc. He was also desirous of knowing whether the American captain had seen or heard of any Confederate vessel about there.

This occurred about the latter part of November or first of December.

Captain Duvall was convinced that the vessel was awaiting some Confederate vessel to supply her with coals.

The above is a statement made by Captain Babcock, by whom we send a mail. Although the statement is not very likely to be true in all particulars, it may be well to ascertain if there is any truth in it.

Respectfully,

N. COLLINS,
Commander.

[APRIL 11, 1864.]

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the loss by drowning of three members of a landing party from that vessel.

U. S. STEAM SLOOP WACHUSETT,
At Sea, Lat. 46′ S., Long. 36° 39′ W., April 14, 1864.

SIR: On the 12th instant I visited the atoll (island) designated as the Rocas, in latitude 3° 52′ S., longitude about 33° 49′ W., to ascertain if it was or could be used by the rebels as a coaling station, and to exercise the crew at target firing.

At 1 p. m. I sent Acting Master J. H. Stimpson, in charge of the first cutter, and Acting Ensign C. J. Barclay in the second cutter, to go into the circular lagoon designated as Turtle Bay, and to examine the two small sandy islets, if a safe entrance by the so-called boat channel could be found. I directed Mr. Stimpson, the senior officer, particularly not to attempt a landing if there was any surf to pass through, or if there was the least danger.

The boats got in without any difficulty, and the officers satisfied themselves that the place was not at all suitable for a coal depot.

In coming out the first cutter, in advance and, as I imagine, somewhat out of the boat channel, was capsized and lost, and I regret to say Thomas Lilly, Edward Guy, and Wesley Whittington, all colored landsmen, were drowned.

Everything belonging to the boat—a compass, revolver, and a double marine glass—was lost with her.

Enclosed I send the reports of Acting Master J. H. Stimpson and Acting Ensign C. J. Barclay, detailing particulars of the melancholy accident; also Surgeon William M. King's and Assistant Paymaster William W. Williams's certificates of the death of the three persons drowned.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of the arrival of that vessel at Philadelphia from the coast of Brazil.

U. S. S. MOHICAN,
Philadelphia, April 14, 1864.

SIR: I have to report the arrival of the U. S. S. *Mohican* at this port from the coast of Brazil, and last from the island of St. Thomas. I have returned under an order from the honorable Secretary of the Navy, dated 18th November, 1863, directing me to return to Philadelphia with the *Mohican* when I should have learned that the piratical vessels had left the coast of Brazil and the vicinity of the equator.

Previous to my leaving Rio I heard that the *Florida* and the *Georgia* were in France and the *Alabama* in the East Indies, and that the *Tuscaloosa* had been seized by the English authorities at the Cape of Good Hope.

While at St. Thomas I heard that the *Florida* and the *Georgia* were again at sea, but could get no reliable information of their movements.

I herewith enclose you a list of the officers attached to the ship.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Commodore CORNELIUS K. STRIBLING,
Commanding Navy Yard, Philadelphia.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Wateree, of the arrival of that vessel at Bahia, Brazil.

U. S. S. WATEREE,
Bahia, April 16, 1864.

SIR: I respectfully report my arrival here last night in twenty days from St. Thomas, West Indies; all well.

I shall take in 240 tons of coal here, and proceed on my voyage, touching next at Montevideo.

I have the honor to be, very respectfully,

F. K. MURRAY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Antwerp, Belgium, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding seamen secured in that port for the C. S. S. Rappahannock.

CONSULATE OF THE UNITED STATES,
Antwerp, April 16, 1864.

DEAR SIR: I take the liberty of informing you that I have just learned that an agent of the *Rappahannock* has engaged about twenty-five seamen at our port during this day, and I am informed that they leave here this evening for Calais.

I believe it to be my duty to convey this information to you, and trust it may reach you safely and prove serviceable.

I am, dear sir, yours, respectfully,

A. W. CRAWFORD,
U. S. Consul.

Captain WINSLOW,
Commander of the U. S. S. Kearsarge.

Letter of advice from the U. S. consul at London to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the movements of that vessel.

LONDON, *April 17, 1864.*

MY DEAR SIR: I received your letter by the hand of Captain Wheeler last evening, and am much obliged to you for communicating the result of your paymaster's visit to Mr. Dayton.

I am sorry you feel compelled by circumstances which you can not control to remove so far from the object of your pursuit as Ostende. But you have Mr. Adams's letters, of which I know nothing, and have all the facts before you, and must judge for yourself of the right course to be pursued by you under the perplexing circumstances which surround you.

The twenty-four-hour rule as applicable to vessels in port with rebel privateers, or remaining in English ports longer without leave, is not a principle of international law, but is a regulation prescribed by the country adopting it; yet I suppose it must be regarded as a law of this country, and if you have been requested to observe it, hard and unjust as it appears in your case, I would not advise its infringement. Yet I should not abandon the right allowed you of running into any port in good weather and staying twenty-four hours, and if the weather is too bad to stay out in safety you have the right to stay longer.

I hear the *Georgia* has men, guns, etc., for another privateer. She may be sending them to her by another vessel. If you only felt confident that the *Rappahannock* would be detained for any length of time you might seek the *Georgia*. I would plant myself near one or the other with a firm determination to have her, come what may.

With these twenty-four-hour regulations against us, to obtain success it seems to me the *Annette* is indispensable. Mr. Rhett notified me yesterday that the charter money for the second fortnight was due, and I shall pay it on Monday. As she is employed in a naval operation and takes the place of a second ship of war, and as she is neutral and under the English flag and can go where she pleases, and is now of really more use than a ship would be to aid in catching the *Rappahannock*, I hope you will find no difficulty in seeing the propriety and expediency of ordering a settlement of her accounts.

With a renewed expression of the hope of yet seeing one or more of those sea rovers and pests bound homeward under the Stars and Stripes, made captives through your instrumentality, I remain,

Very truly, yours,

F. H. MORSE.

Captain JNO. A. WINSLOW,
U. S. S. Kearsarge.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to Dr. J. G. Bunting, requesting to be informed regarding the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Ostende, Belgium, April 18, 1864.

DEAR SIR: Please keep me posted of affairs of the *Rappahannock;* and it is better that you should telegraph both Dover and Ostende if you get news of the immediate departure of the *R*[*appahannock*]. Use the cipher.

They have secesh pilots here, one of which has been experimenting on the *Kearsarge*, but without avail, as she is all ready for immediate service.

Very truly, yours,

JNO. A. WINSLOW,
Captain.

Dr. J. G. BUNTING,
Calais [*France*].

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of the return of that vessel to Macao from a cruise.

U. S. SHIP JAMESTOWN,
Macao Roads, April 18, 1864,

SIR: I have the honor to inform the Department of the return of this ship to Macao on the 2d instant, last from Manila and a cruise. Nothing was or has been heard of the *Alabama*, either by vessels spoken or newspapers, since her appearance off Bombay in February.*

* * * * * * *

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the arrival of that vessel at Ostende, Belgium.

U. S. S. KEARSARGE,
Ostende, Belgium, April 19, 1864.

SIR: I have the honor to inform you of the arrival of the *Kearsarge* at this port, which, from its position (being 48 miles from Calais), affords an immediate communication with the consular agents having espionage

* Unimportant and irrelevant matter.

over the *Rappahannock*. I hope by these means to obtain information of her intended departure, which will enable me to adopt such measures as may lead to her capture.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of accident at Ostende, Belgium.

U. S. S. KEARSARGE,
Ostende, Belgium, April 19, 1864.

SIR: I have the honor to inform the Department of an accident which came near being of serious consequence to this ship.

On entering the channel between the piers which leads to the harbor in this port the pilot gave the ship too much sheer and fouled a smack, carrying away her topmast, with other slight damage. Immediately he ordered the helm hard over, keeping it there too long.

His object was not seen until it was too late to prevent the accident, and the ship ran high up, carrying away the pedestrian bridge on the eastern side of the canal.

The water receded and left her fore foot out of water, but I directed guys to be got out from the mastheads, stayed by pennant tackles, which kept her on an even keel. On the return of high water, having previously got our purchases ready, we hove her off. Not the slightest strain was observed, and no damage done, except a perceptible movement of the shoe plate on the fore foot and some copper chafed off.

The accident was so egregious a blunder as led the officers to say the pilot was bribed, for a person of the meanest capacity could have prevented it.

The damage to the pier bridge, which is estimated at £200, the consul thinks the Government will assume.

This accords with decisions in such cases where damage has followed from merchant vessels coming in contact.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract from dispatch of the U. S. minister to France to the Secretary of State, regarding the C. S. S. Georgia.

PARIS, *April 22, 1864.*

SIR: Our consul at Bordeaux informs me that the *Georgia* is still lying 3 miles below that port, and that as she came in to repair her engine by putting force enough at work to tinker about the repairs and not make them, she can remain there as long as she may think proper. The rule is that they need not leave port until the repairs are completed. Our consul says that it is rumored and believed that arms and munitions of war are on the *Georgia* for the purpose of being supplied to the *Yeddo*, one of the clippers, when she goes out, and that a crew for

the clipper is being kept at a boarding house in Bordeaux. To these reported facts I have, of course, called the attention of Mr. Drouyn de Lhuys.

Those clipper ships at Bordeaux and at Nantes have all closed up, or rather concealed their portholes, so as, to a casual observer, they would have no appearance of ships of war, and although Arman, the constructor, has repeatedly assured the French Government that these vessels, as well as the ironclads, shall be disposed of to a neutral power, yet they continue to advertise in the Gironde, at Bordeaux, that one will leave for China on the 30th of next month and the other on the 30th of the month after. The time for sailing, you will observe, has been extended one month for each vessel.

I do not at all doubt the good faith of Mr. Drouyn de Lhuys in reference to the sailing of these vessels, but I have not the least confidence in the statements of Mr. Arman. If by chicanery or prevarication of any kind these vessels can be got out and delivered to the Confederates, he, I have no doubt, will do all in his power to accomplish it. There are a number of rebel naval officers about Paris who seem to be waiting here for employment on some rebel ship.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Instructions from the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, enjoining the observance of international courtesies in the matter of the twenty-four-hour law.

NAVY DEPARTMENT, *April 23, 1864.*

SIR: Your dispatch of the 7th instant, enclosing correspondence between yourself and Mr. Adams, has been received at this Department. I have also received from the Secretary of State copies of the correspondence transmitted to the Government by our minister at London, who also forwards a newspaper slip containing what purports to be a letter addressed by yourself to the Marquis of Cauricorde, under date of April 6. Mr. Adams feels that he is embarrassed in his official relations by the irregular communication referred to and by your course in overstaying the permitted time without leave properly obtained.

The papers have been submitted to the President, who, appreciating your zeal in the service, is nevertheless convinced that your proceedings tend to embarrass our minister in the conduct of his difficult and responsible position. I am therefore directed to communicate to you these views of the President, and to enjoin upon you to refrain from a renewal or recurrence of the proceedings.

The distinctions made by Mr. Adams in his correspondence with you are worthy of consideration, and it is always desirable that on foreign and difficult duty such as is intrusted to you, and when the relations of the Government are involved, you should in questions like those presented on the occasion of detaining the *Kearsarge* observe the usual courtesies, and make your application through the representative of the Government for such privileges as you may desire.

Very respectfully, etc.,

GEDEON WELLES,
Secretary of Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the intended departure of that vessel for Cadiz, in search of Confederate cruisers.

U. S. SLOOP OF WAR ST. LOUIS,
Setubal, April 23, 1864.

SIR: I sail from here to-day, wind and weather permitting, for Cadiz, to clothe the marines and provision the ship preparatory to a cruise among the islands. Should the Department have any important communication to make me, I respectfully request it be sent to Cadiz instead of Lisbon, as Lisbon in the summer season is to windward of all our assigned cruising, Cadiz being also our port of supply, and having weekly mail communication with the Canary Islands. I have not been able to obtain a word of information with regard to the movements of the rebel cruisers since we left Teneriffe. A paragraph in an English paper reported a suspicious armed steamer, in and out of Agadeer, on the coast of Morocco, on the 2d and 3d of March, which was probably the *Florida*, and will account for her not appearing at Santa Cruz de Teneriffe until the 4th.

The *St. Louis* is the first American man-of-war that has ever visited this port, and has consequently excited a good deal of attention. The noble harbor and quiet waters of Setubal afford opportunities for boat exercise, target practice, and refitting that the strong current and crowded stream of the Tagus do not admit of. There is now railroad communication twice a day with Lisbon, and there is depth of water enough on the bar to render it accessible at all times of tide to steamers not drawing over 18 feet. Formerly Setubal (St. Ubes) enjoyed a large American trade, but since 1860 our flag has not been seen in its waters.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. minister to France, requesting definite information regarding the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Off Calais [France], April 23, 1864.

SIR: Your telegram was duly received at Ostende. I had been assured by detectives that the *Rappahannock* could not get away before Saturday (to-day), and I had taken advantage of the only short delay I could count upon to paint ship and overhaul. In the midst of it no less than five telegrams from different sources came that the *Rappahannock* had steam up, was released, all ready, and would sail at night. So amid this bustle I had to leave, arriving off this place to find reports all wrong. People seem to think there is no wear to this ship and she is ubiquitous.

I will be obliged to you to inform me of the true state of the circumstances in which the *Rappahannock* is placed, such as will enable me to govern my movements for future development.

Your telegram mentioned "see letter," but I was obliged to leave before receipt, fearing that she would slip out by treachery.

My address is Dover for letters.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. WM. L. DAYTON,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. consul at London, regarding false reports of the movements of the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Off Calais [France], April 23, 1864.

MY DEAR SIR: The effect of the various reports of Wheeler and others is not without its consequence, which is to put me in a position to consume coal when I shall want all at a time when most important, and secondly, to allow me no place that I can be in communication where I can receive sure information.

I see plainly practiced now what I prophesied at first—that the agents, from apprehension [that] they might not be considered zealous, daily manufacture news of their own.

There is not the least truth in any of the reports sent to me. Vendroux was here to-day and informed me that the *Rappahannock* has had no steam on and not changed her position, etc. Moreover, he states that the French Government has published in official papers rules for the government of prefects of the departments for belligerents, Americans, Danes, and Germans, from which there will be no departure.

It is stated, however, that the *Rappahannock*, having been received as a merchant vessel and completely fitted, can not be permitted to leave Calais as a man-of-war against a nation in amity with France.

It is conclusive she can only leave as a merchantman, and to cover things an extensive sale will no doubt be made. But the sale has not yet been effected.

I have felt a great anxiety about this vessel, and in order to get everything to work advantageously, adopted the best measures which, in my judgment, would lead to her capture. But agents won't allow it, for to disbelieve their reports if they prove true would be to take the responsibility. But to find they are untrue is a matter to them of praise, inasmuch as it is evidence of their vigilance.

I am now without Mr. Dayton's letter, which will give ample information, and owing to changes of position I don't know when I can get it. If I order it one place, I may have to issue, from circumstances, counter orders to some other, and thereby it must take the rounds.

In regard to the *Annette*, I informed you when in London that the information which I received from Mr. Dayton was that the *Rappahannock* was seized, and Mr. Dayton would inform me of her release; and he was so sure of its duration that he asked me whether, under the circumstances, it was not better to go after the *Georgia*. It was so conclusive that I believed I was not warranted in keeping the *Annette*, and hence I informed you I should give her up; and further, if circumstances arose which I thought would render her assistance valuable, I would again charter her or some other steamer.

Those circumstances were her release, etc.

I wrote officially to the Secretary of the Navy, giving him advice of these facts. It is therefore impossible for me to assume the charter power. I, however, told Wheeler that if you thought from the information received from your agents that she was so valuable you had better keep her, and in event of information being true and the *Rappahannock* sailing, I would then assume the charter. But my opinion of the agents has never been such as to give all credit to what was stated, and the difficulty was in the weeding.

As for the *Annette*, she has been of service in bringing letters, but for the Government interest I must say she has been of no use. It is true she might have been, but as it is, and until I am informed by Mr. Dayton of the release of the *Rappahannock*, I can not accept her for the Navy Department.

Very truly, your obedient servant,

JNO. A. WINSLOW,
Captain.

'. H. MORSE, Esq.,
U. S. Consul.

P. S.—If you have eight or nine men, and you are sure no trouble will arise in getting them to this ship, I shall be glad to have them.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding matters in connection with the C. S. steamers Rappahannock, Florida, and Alabama.

U. S. S. KEARSARGE,
Off Calais, France, April 26, 1864.

SIR: I have the honor to inform the Department that, from information received that the *Rappahannock* was about sailing, the *Kearsarge* left Ostende suddenly on the 21st instant, and arrived off Calais some six hours afterwards.

The *Rappahannock* was still in port, and although every preparation had been made for sailing, I learned that she had not been released.

Mr. Dayton informs me that no final action on her case will be taken by the French Government until after the conference of the lawyers appointed by the Government shall have given their opinion.

The Department will see that the papers announce the *Florida* being again at Madeira and the arrival of the *Alabama* at Cape Town.

Secret agents for a month or more have asseverated that the *Alabama* had orders and would return to the British [English] Channel or some other place of rendezvous for her consorts, and it was contemplated to make an attack upon some of the eastern towns. I gave no credit to this statement, but the arrival of the *Alabama* at Cape Town, and the continuance of the *Florida* and *Georgia* on the coast of Europe, may, in the opinion of the Department, afford some foundation for these reports.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. minister to France, requesting telegraphic announcement of the release of the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Dover Roads, April 26, 1864.

SIR: Your letters directed to Ostende and Dover have both been received. I will be obliged, as soon as you learn of the release of the *Rappahannock*, and prior to the announcement of it to the rebels, if possible, to telegraph the information to Pierre Sisco, American consular agent at Dover, who will be acquainted with the position of the *Kearsarge*, and has instructions for the immediate transmission of the telegram.

I will endeavor to keep you advised of our movements otherwise.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. WM. L. DAYTON,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

Report of Commander Shufeldt, U. S. Navy, commanding U. S. S. Proteus, of the cruise of that vessel from New York to Key West, Fla.

U. S. S. PROTEUS,
Key West, April 27, 1864.

SIR: In obedience to your order of the 5th instant, I sailed in this ship from Sandy Hook, on the 11th instant, encountering from the start heavy southwest gales until our arrival off Abaco light-house, on the 20th instant. For three or four days in the vicinity of Bermuda, owing to this state of the weather and to the moon being in the full, I saw nothing of a suspicious character.

On the 20th, 30 miles E. N. E. from Abaco, I boarded the English schooner *Try Me*, from Nassau to St. John, New Brunswick, but returning to the first port in distress. She, I have no doubt, would have proved a lawful prize, but being in a sinking condition I did not feel it prudent to trust a prize crew in her. Her cargo (mainly salt) was nearly all destroyed by her leaking. It being a matter of question whether I had a right to destroy her on the high seas before condemnation, and being convinced by survey that she could never go to sea again, I permitted her to seek a refuge in charge of her own crew.

On leaving New York I was informed that we had on board 276 tons of coal. Reexamining the bunkers on the date above mentioned, I ascertained that our total capacity is only 214 tons. This rendered it necessary to shorten my cruise, and in consequence I arrived and reported to Admiral Bailey on the 22d instant, at Key West.

The ship and engines performed well under trying circumstances. Her easy speed is about 10 knots, and average coal consumption 15 tons per twenty-four hours.

I am, very respectfully,

R. W. SHUFELDT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, transmitting report of Commander Guest, U. S. Navy, commanding U. S. S. Galatea, of the condition of that vessel.

FLAGSHIP POWHATAN,
Cape Haitien, April 29, 1864.

SIR: The enclosed report of Commander Guest, of the *Galatea*, with another of a survey upon his ship, show that vessel to be much in need of calking. She has therefore been sent to New York.

It is believed that if the commander keeps his officers and crew together, and carefully attends himself to the repair, it might be quickly done and the ship return to the station in a short time.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. GALATEA,
Cape Haitien, April 23, 1864.

ADMIRAL: On my last convoy I found this vessel leaking considerably (from 12 to 18 inches per hour) and the leak constantly increasing.

On my return to this port an examination of the seams above the copper has proved them all open. I have had a sheet of copper removed and find the seams worse under the copper than above it. I therefore do not feel justified in taking this ship to sea without applying for a survey, as in case of heavy weather I fear by the working of the ship I shall take in too much water.

I am, sir, respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding U. S. S. Galatea.

Admiral J. L. LARDNER, U. S. Navy,
Commanding West India Squadron.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Cape Town, in search of the C. S. S. Alabama.

U. S. S. SACRAMENTO,
Cape Town, Cape of Good Hope, April 30, 1864.

SIR: I have the honor to report that the U. S. S. *Sacramento* arrived at this port on the 29th instant, twenty-three days from Rio [de] Janeiro. This unusually long passage for a steamer is the consequence of her being unable to take on board sufficient coal to cross the Atlantic with head winds and calms, against which she was obliged to contend for a considerable part of the way to this port.

I am informed that the *Alabama* arrived here about the 19th of March and left on the 25th for Brest. I shall therefore proceed (according to your orders) in search of her as soon as I can fill up with coal and provisions, touching at Cape Verde Islands, Madeira, or any other ports on the way where there is a probability of finding any of the rebel cruisers.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, transmitting letter from the U. S. minister to Brazil, urging the continued presence of that vessel in those waters.

U. S. SHIP ONWARD,
Rio de Janeiro, April 30, 1864.

SIR: I have the honor to report to you that I provisioned and refitted ship for six months at this port, and then took a cruise to the southward. On my return I communicated with the minister and consul, who requested me to remain here for the present to watch four Confederate vessels that have been detained here by the Brazilian authorities, and as it is thought likely the decision of the courts will be in their favor, they will probably try and get to sea. I enclose a copy of General Webb's letter.

Hoping my course will meet the approbation of the Department,
I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

LEGATION OF UNITED STATES,
Petropolis [Brazil], April 25, 1864.

DEAR SIR: There is not the slightest necessity for your going to the cape in search of the *Alabama*, while there is a pressing necessity for your being at this port for the present. The consul will explain what I mean.

In addition to the necessity for being here to which I refer, I am under a pledge to the Government to keep a certain naval force on the coast for the purpose of preventing the pirates visiting the ports of Brazil, and thus avoiding all the complications growing out of their presence. I request, therefore, that for the present you remain in port.

Your obedient servant,

J. WATSON WEBB.

Captain CLARK,
U. S. Ship Onward.

Letter from the U. S. minister to France to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, announcing the abandonment of the C. S. S. Rappahannock.

LÉGATION DES ÉTATS-UNIS,
Paris, April 30, 1864.

SIR: In an interview with Mr. Drouyn de Lhuys, French minister of foreign affairs, from which I have just returned, he informed me that the persons who have been engaged in applying to the French Government to get out the *Rappahannock* have now informed him that all further attempts for that purpose have been abandoned, and that the vessel will be left to rot where she is. I have no fear, therefore, of the early discharge of this vessel.

The four clipper ships which are being constructed by Mr. Arman at Bordeaux and Nantes for the Confederates are in the course of rapid completion, particularly the *Yeddo* and *Osaco*, which lie at Bordeaux.

The *Yeddo* is advertised to sail for China on the 30th of May and the *Osaco* on the 30th of June, under pretense that they are intended for the French-China line. They are both Confederate vessels and should be captured if possible.

The *Georgia*, I am informed, has sailed for Antwerp.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge.

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*Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, explaining his course of action when at Funchal, Madeira, toward the C. S. S. Florida.**

U. S. SLOOP OF WAR ST. LOUIS,
Cadiz, May 2, 1864.

SIR: I have the honor to acknowledge the receipt of General Orders, Nos. 30 and 31, and the communications from the Department acknowledging my Nos. 9 and 12.

I regret the Department strongly disapproves my having taken the shot from my guns, after the *Florida* had anchored at Madeira, but beg respectfully to say I can not feel that the honor of our flag, which it is my pride to sustain, would have been compromised by the act had the *Florida* broken the neutrality of the port, or that I am "humiliated" by it as an officer. We were none the less ready to promptly return her fire, and I would call to your attention my same letter mentions that when it was intimated she would fire into us on leaving port, our guns were shotted, cast loose, and other preparations made.

During my thirty years' service it has been the order and custom on board every ship I have sailed in to withdraw the shot from the guns on entering and to reshot them on leaving port. The Ordnance Instructions, under the head "Captain," direct:

> Before entering any friendly port, he will cause every species of projectile to be drawn from the guns.

This course I have followed, and this order obeyed, on board the *St. Louis.*

On entering Funchal Roads I drew the shot as usual, and after the necessary saluting when the ship was ready for sea and about to sail reshotted the guns. The *Florida* came in at midnight and anchored. When her character was discovered the next morning the crew were much excited at seeing her display her bunting and at our evident inability to catch her at sea. I feared some one of them might be tempted without orders to fire into her, and if so, into the town, for she lay between us and the shore, and considered it a wise precaution to draw the shots, leaving them at hand by the guns. It did not impair our efficiency or readiness, and there was no likelihood of her firing into us in a port where she was soliciting supplies, and where at short range, without steam, had she done so, she would have been at our mercy.

I believed our Government desirous of showing the world that we respected the neutral rights of the smaller nations, especially one that had not allowed the rebels belligerent rights, quite as much as those of

* See vol. 2, p. 636.

the leading powers who had, and was unwilling that by any want of precaution on my part implicit faith in our respect for those rights should be hazarded.

Trusting this explanation, respectfully offered, will remove the erroneous impression of my former letter,

I am, very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the cruise and return of that vessel to Bahia, Brazil, transmitting letter from the U. S. consul at Pernambuco, Brazil.

U. S. S. WACHUSETT,
Bahia, Brazil, May 3, 1864.

SIR: I have the honor to report our rearrival at this place for coal after an absence of twenty-nine days.

Learning that the *Sacramento* and *Onward* were on the southern coast, I deemed it best to cruise to the northward, where the rebel cruisers had destroyed our shipping last year.

On leaving here on the 4th of April last we ran to the eastward 50 miles, then to Pernambuco for news, thence eastward 55 miles, thence to the island of Fernando de Noronha, thence to the Rocas, latitude 3° 52′ S., longitude about 33° 49′ W., thence to the equator, in longitude about 37° W. We then ran to the eastward on the equator to longitude about 27° 40′ W., thence again to Fernando de Noronha, thence to Pernambuco, where I received the enclosed note from our consul, which induced me to go to Parahiba to meet the Brazilian mail steamer from Para and intermediate ports. Upon learning at Parahiba that no rebel vessels had been seen or heard of between there and the Amazon, I returned here for coal, arriving this day with only 10 tons on board.

After filling our coal and making the repairs, a list of which I enclose, I will proceed to carry out your instructions of the 27th of January last.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C

[Enclosure.]

Duplicates sent to all U. S. consuls in Brazil.

U. S. CONSULATE,
Pernambuco, April 27, 1864.

SIR: Henry M. Walker (American), master of the British schooner *Belle*, of Granville, Nova Scotia, arrived in this port yesterday from New York, reports that on the 14th instant, in latitude 7° 45′ N., longitude 38° 30′ W., he was boarded by a steam vessel wearing the flag of the United States, but which he supposes to be one of the British pirates.

The steamer was under sail and steering W. S. W. when first seen. She easily came up with him, as the schooner is slow, ordered him to heave to, and he heard an officer on the poop deck order a boat to be lowered. The crew were not piped, as on vessels of war.

The crew of the boat that boarded him, as well as all the rest of the crew of the steamer, were dressed as ordinary merchant seamen.

The boarding officer wore a blue coat with shoulder straps, blue pantaloons with white stripe about an inch wide down the legs, cap with gold band, and wearing no visible arms of any kind.

The officer asked for newspapers and then for the schooner's register; also asked the time, saying his chronometer was out of order.

Captain Walker did not ask the name of the steamer, because, as he says, he heard his crew ask the crew of the boat: "What steamer is that?" They answered: "The United States gunboat *Pawnee*."

Captain Walker describes her as bark-rigged, with two smoke pipes, one abaft the other, the pipes raking, as in the *Florida*, and painted lead color.

She had seven portholes on a side, but no guns out; had one bow chaser, small billet-head, with serpent carved on it.

The boarding officer asked Captain Walker if he had spoken or seen any American vessels.

No United States vessels of war have been here since the 7th instant, when the *Wachusett* called for news.

As many homeward-bound whaling vessels touch here for supplies and East Indiamen for orders, it is very important that I should have the latest news of any suspicious vessels met with at sea.

Any information that you may be able to give me concerning either the movements of the pirates or vessels of war of the United States will be thankfully received, and the favor duly reciprocated whenever an opportunity offers.

I am, sir, very respectfully, your obedient servant,

THOMAS ADAMSON, Jr.,
U. S. Consul.

The CONSUL OF THE UNITED STATES AT ST. CATHARINE'S.

Report of Commander Guest, U. S. Navy, commanding U. S. S. Galatea, of the arrival of that vessel at New York in obedience to orders from Acting Rear-Admiral Lardner, U. S. Navy.

U. S. S. GALATEA,
New York, May 7, 1864.

SIR: I have to report my arrival with the *Galatea* under my command at this port, in obedience to an order of Acting Rear-Admiral Lardner, a copy of which I herewith enclose.

A report of the survey held on this vessel will of course reach the Department by the same mail.

The *Galatea* needs a thorough calking. The engines are in good condition.

I am, sir, respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding U. S. S. Galatea.

Hon. G. WELLES,
Secretary of the Navy.

[Enclosure.]

FLAGSHIP POWHATAN,
Cape Haitien, April 29, 1864.

SIR: You will p_ ceed with the *Galatea* under your command to New York for the purpose of having your ship calked. It is believed that if you keep your officers and crew by the ship and attend assiduously to this needful repair, it can soon be finished, that you may return without loss of time to your station, which you will do, unless otherwise ordered by the honorable Secretary of the Navy.

Immediately upon your arrival you will report to the Navy Department and to the commandant of the station.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Commander J. GUEST,
U. S. S. Galatea.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Wateree, of the arrival of that vessel at Montevideo, Uruguay, from Bahia, Brazil.

U. S. S. WATEREE,
Montevideo, May 9, 1864.

SIR: I respectfully report our arrival at this place upon the 3d instant, in nine and a half days from Bahia. I shall be detained here by necessary repairs to the wheels and engine until the 11th instant, when I shall leave for Valparaiso. I enclose for the information of the Department an abstract from the steam log of this vessel, by which it will be seen that she does not improve in speed. By my direction the engineer pushed her to the utmost attainable speed during the four hours comprised in this abstract. It is proper that I should add that the white paint has entirely disappeared from the bottom of the vessel, and that a slight accumulation of grass and barnacles is perceptible there.

I have the honor to be, very respectfully, yours, etc.,

F. K. MURRAY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from the U. S. minister to England to the British secretary of state for foreign affairs, regarding the presence in the port of Liverpool of the Confederate privateer Georgia.

LEGATION OF THE UNITED STATES,
London, May 9, 1864.

MY LORD: Information has been received at this legation of the arrival at Liverpool, in the night of 1st of May, of the steamer formerly known as the *Japan*. This is the same vessel which, while registered and held in the name of Thomas Bold, a British subject, residing at Liverpool, was armed and equipped from this Kingdom and proceeded

to depredate upon the commerce of the United States by burning and destroying several merchant ships. I had the honor to call your lordship's attention to this subject in my note of the 7th July, 1863.

It now appears that this vessel, having assumed the name of the *Georgia*, and the character of an armed ship of the insurgents of the United States, has returned to Great Britain, at Liverpool. In what character she has been received I have not yet been informed. I learn that she is about to remain for an indefinite period, the men having been discharged. I scarcely need to suggest to your lordship that it has become a matter of interest to my Government to learn whether this vessel assumes the right to remain in virtue of her former character, or, if received in her later one, why she is permitted to overstay the period of time specified by the terms of her Majesty's proclamation. As she appears to have come directly from a port on the coast of France, this apparent intention to lay up would seem to be the more extraordinary.

I can not but infer from the course previously adopted toward the armed vessels of the United States that any such proceeding, if taken by one of them, would have been attended with an early request from your lordship to myself for an explanation. As some time has now elapsed since the arrival of this vessel, without the appearance of the smallest interruption of her operations, I have felt it my duty, in advance of the possibility of receiving instructions from my Government, not to omit to make this representation on its behalf.

I pray your lordship to accept the assurances of the highest consideration with which

I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Rt. Hon. EARL RUSSELL.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of the proposed departure of that vessel for Tunis.

U. S. S[HIP] CONSTELLATION,
Bay of Spezia [Italy], May 10, 1864.

SIR: I have to inform you that I am on the point of sailing for Tunis, where a revolt has broken out against the Government.

The season has been remarkably sickly. We have had several cases of typhoid fever, etc., among the officers. I am just recovering from a severe illness.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the rumored presence of the C. S. S. Florida in the West Indies.

FLAGSHIP POWHATAN,
Cape Haitien, May 10, 1864.

SIR: A report has been received from St. Thomas that the *Florida* is at the island of Martinique. Although this report is not confirmed by information from our consul or friends at St. Thomas, I shall proceed to windward without delay to ascertain its truth.

In this connection I would add that a dispatch was received a few weeks ago from our consul-general at Havana stating that the *Florida* was in the Bahama Channel. I immediately went there and found the supposed pirate to be H. B. M. sloop *Cygnet*, cruising for slavers. The *Cygnet* belongs to a class of ships from which the *Alabama* and *Florida* are supposed to be modeled.

Annexed is the position of the squadron.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Steamer *Neptune*, Commander Sanford, convoying California steamers.

Steamer *Galatea*, Commander Guest, sent to New York for repairs.

Storeship *National Guard*, sailed on the 3d instant to Key West for provisions for this squadron.

Bark *Gemsbok* (dismantled), at St. Thomas, with coal.

J. L. LARDNER,
Commanding Squadron.

Mutiny by a draft of men on board the steamer Ocean Queen, May 15, 1864.

Report of Commander Ammen, U. S. Navy, of mutiny by a draft of men under his command while on board the American steamer Ocean Queen.

NEW YORK CITY, *June 5, 1864.*

SIR: I have the honor to report my arrival at New York, as directed in your order of the 11th ultimo, and in connection therewith various occurrences in the performance of my duties in charge of a draft of men destined to Panama.

I took passage, as directed on the 13th ultimo, on board of the *Ocean Queen* at New York, bound to Aspinwall. Aided by Boatswain T. G. Bell, who reported to me by order of the Department, I received, after the *Ocean Queen* had left the dock, a draft of 220 men from Philadelphia, under charge of Lieutenant-Commander Semmes. I learned afterwards that after having been sent on board three of the men succeeded in returning to the other steamer dressed in citizens' clothes. As I had called the attention of Lieutenant-Commander Semmes to the probability of an endeavor on the part of some of the draft to return in the same boat which had brought them, I trust they did not escape detection.

Owing to the steerage being entirely filled with passengers, the starboard side under the hurricane deck and forward of the wheelhouse was assigned to the men under my charge. There was of course a want of comfort, as the men generally had to lie upon the deck to sleep, and the place assigned required close stowage.

At midnight of the 13th I was informed that some of my men wished to see me. Upon dressing and going into the port gangway, I found John Kelly and Alfred Bussell (seamen), also one or two others not now known, who informed me that they were very uncomfortable, and on my saying that I was aware of it and that as far as possible their comfort would be looked to, Kelly proposed that a little whisky would make all right, to which I dissented.

On the morning of Saturday, the 14th, fault was found with the breakfast by ten or twelve men, although the others who were asked by me stated that they were satisfied. At dinner on the 14th great dissatisfaction was expressed by the same persons who had made the difficulty that morning, and in order probably to make the discontent more general they beat the servants belonging to the *Ocean Queen*, drove them away from the tables, and threw overboard a number of tin pots and pans. In order to enable the better-disposed men to get anything to eat I had to assign some colored boys belonging to the draft to reset the tables and bring the provisions from the pantry.

At this time Captain Tinklepaugh spoke to me of the probable necessity of going into Hampton Roads and putting the draft of men on shore, or at least ten or twelve of the most turbulent. I told him I thought it would be unnecessary and I hoped he would continue on his voyage, although I could not but agree with him that the conduct of some of the men was extremely disrespectful and mutinous in expression. The ringleaders at that time endeavored to provoke me to attempt to put them in irons and thus bring about open violence, having that act as a pretext.

It is proper here to state that from the steerage passengers, by persuasion or force, enough liquor was obtained to render some twenty or thirty of the men more or less intoxicated, and perhaps to aid in possessing them with the idea that as I had no marine guard and but one officer, they would be able to do whatever they wished. I have information which seems reliable that there was an actual design to take possession of the vessel for the purpose of first obtaining liquor and afterwards plunder. It is proper, however, to state, in order to prevent misconception, that I did not suspect a design to plunder at the time of the occurrence of Sunday, May 15.

On Sunday morning, after seeing that all the men had breakfasted who were disposed to do so, I had a conversation with the ringleader, which showed me unequivocally, had a proof been wanting, that simply a pretext was sought on their part. They spoke as mutinously as at any other time, although they appeared little or not at all under the influence of liquor. After much boasting, John Kelly (seaman), stated that he had knocked down a sentry over a spirit room on board of a vessel of war and with others broken into it, and that they would get at the liquor of this vessel. He, as also Alfred Bussell (seaman), said they would remain quiet until dinner time, when, if they did not get what they wished, they would come aft and take it by force. I told them that this was simply impossible, and if they made an attempt of that kind they certainly would be shot.

Soon after I had a conversation with Captain Tinklepaugh, who commands the *Ocean Queen*, in which, as in former conversations, the probability of an actual attempt at violence was discussed. He said he feared he would be obliged to shoot several of the men in order to secure the safety of his command. I stated to him that I thought it properly belonged to me to designate the point at which the proceedings of the mutinous men should be met by force, and that if their conduct rendered it necessary to use firearms I would give the order to fire, to which he assented.

After the dinner of the men was placed upon the table, and which consisted of hard bread, good fresh beef, roasted potatoes, and tea, the ringleaders were called by Boatswain Bell, and in answer to his enquiry expressed themselves perfectly satisfied with the dinner. They immediately stole away, however, to the port gangway, and in an endeavor

to force the gateway and go aft were opposed by a man stationed there, and, as soon afterwards as they could come to his assistance, by Captain Tinklepaugh, Mr. Phelps, the engineer of the *Ocean Queen*, Boatswain Bell, and Dr. Woodward, a passenger.

I was sent for from forward on the hurricane deck and, passing over it and then forward and into the port gangway, arrived in time to see an exhibition of physical force mainly or perhaps entirely between three men belonging to the draft and the persons before mentioned.

I did not hesitate to give the order to fire upon these men, nor, after repeating it, to fire myself, which was immediately followed by other pistol shots from the parties named, as well as myself, and which resulted at once in the death of John Kelly and Alfred Bussell (seamen).

The gangway was cleared by the precipitate flight of the third man actively engaged, and a party of twelve or fifteen at that time in waiting near the foremast, and supposed to be in readiness to abet, at once sought refuge in the steerage. Without delay I went forward over the hurricane deck, directed all hands to be called, and briefly stated the fact that two or three men had been killed in the act of violence; that I felt sure it was quite as much a matter of regret to me as to any of them; that order would be preserved at all hazards; that I had to thank all but a small number of them for their continued good conduct, which implied that they understood and appreciated their duty to their country.

This was received with three spontaneous cheers by all those assembled, composing probably the whole draft, with the exception of those previously mentioned as having sought refuge in the steerage. After receiving this honest and spontaneous expression on their part, I directed the men to go at once to their dinners, so as not to detain those coming after them, which was complied with without delay.

After the men had dined I went on the spar deck and selected William Murray, Michael H. Collier, Dennis McCarty, and William Hayden, seamen, and Thomas Riley, landsman, men whose conduct had been most disorderly and mutinous, and directed them to go onto the hurricane deck, as I wished to have them put in irons, which order was obeyed and executed without resistance.

The knowledge that the rebel steamer *Florida* was in these waters, and various other reasons which no doubt have been communicated to Rear-Admiral Lardner by Commander Sanford, commanding the U. S. S. *Neptune*, induced him to extend the convoy to Aspinwall. I am indebted to this fortuitous circumstance for the aid of a corporal and three marines, through which, and the considerate assistance of Captain Tinklepaugh and his officers, I succeeded in taking care of the men composing the draft from 6 p. m. of the 23d to 9 a. m. of the following day, when 212 men were marched to the cars and seated.

The best dispositions were made that were possible by Mr. Parker, the superintendent at Aspinwall, and also for the reception of the draft at Panama. In transit ten men jumped from the windows of the cars when in motion and escaped, making the number delivered to the commanding officer, Lieutenant-Commander Law, of the *Cyane*, 202. The names of the deserters and other matters connected therewith have been duly communicated to the Chief of the Bureau of Equipment and Recruiting.

I have to express my obligation to Captain Tinklepaugh, of the *Ocean Queen*, for affording me all the aid in his power to prevent desertions, and am also indebted to several fellow passengers who kept watch with

me during a considerable part of the night at Aspinwall; nor am I forgetful that Boatswain Bell, my assistant in charge of the draft, discharged his duties in the most satisfactory manner.

Sworn statements by passengers and others, relating particularly to the occurrences of May 15, have been made before authorized persons and are in possession of Captain Tinklepaugh, who intends to give them publicity.

I have been minute, perhaps tedious, in furnishing such facts as appeared to have even a remote bearing upon the transactions detailed. If anything should suggest itself in forming an opinion I will be much pleased to answer as definitely as may be in my power any enquiry or demand of the Department.

If, in the good judgment of the honorable Secretary of the Navy, any doubt should exist in regard to the propriety of my action in the occurrence of Sunday, May 15, or in connection therewith, I have to request a court of enquiry.

I have the honor to be, very respectfully, your obedient servant,

DANL. AMMEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ammen, U. S. Navy, requesting court-martial in the matter of the mutiny of the draft of men on board the steamer Ocean Queen, and enclosing sworn statements.

PHILADELPHIA, PA., *June 15, 1864.*

SIR: I beg leave herewith to enclose copies of sworn statements referred to in my report of the 5th instant.

After mature deliberation, and for reasons which I will adduce, and which I trust will be regarded as sufficient, I have to ask that the Department will prefer charges and order a court-martial upon me, taking the most unfavorable view warranted by the sworn statements which I enclose.

As no one in active life can escape from the malice which from time to time arises only from a proper, not to say necessary, exercise of authority, I think it due me that my conduct should be officially pronounced upon.

A court of enquiry would not free me from possible civil prosecution afterwards, which would be tedious, annoying, and perhaps unjust. Therefore, a court-martial is, in my mind, preferable, yielding without delay a development of the facts and whatever consequences that in justice may grow out of them.

As the *Ocean Queen* will arrive at New York about the 5th of July, I trust that it will meet the views of the Department to order a court-martial at that point several days earlier, so as to organize, consider the sworn statements in the hands of the agent of the Atlantic and Pacific Steamship Company, and be prepared to take the evidence of the captain of the *Ocean Queen* on her arrival, and also such other of the officers and crew as may be deemed advisable.

I have the honor to be, with great respect, your obedient servant,

DANL. AMMEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

ON BOARD STEAMSHIP OCEAN QUEEN,
At Sea, May 19, 1864.

Daniel Ammen, being duly sworn, says that he is a commander in the United States naval service, and on the 12th day of May, 1864, received orders from the Secretary of the Navy to take passage on board the California steamer leaving the port of New York May 13, 1864, for the purpose of taking charge of a draft of men to be delivered to Rear-Admiral Bell at Panama, New Granada, to be aided by Boatswain T. G. Bell in the execution of that duty.

On the 13th instant, about 1 o'clock p. m., after having left the wharf at New York, and while the steamer was lying in the stream, I received from Lieutenant-Commander Semmes a draft of 220 men, who were understood to have been transferred from the Army.

The crowded state of the *Ocean Queen* rendered it necessary to assign them the deck on the starboard side, forward of the wheelhouse and under the hurricane deck. About midnight, when at sea, I was called by one of the officers of the *Ocean Queen*, who said that some of my men wished to see me. I dressed myself, went into the port gangway, and met three or four men, who stated that they were very uncomfortable and were not able to sleep. Two of these men I recognized as the two persons who have since been shot. I stated to them that I knew they were uncomfortable, but that everything would be done to lessen their discomfort, and that I expected them to be reasonable. One of them, John Kelly, seaman, said that he thought that a little whisky would make everything all right, or words to that effect. I told them that was quite out of the question, but that everything would be done that could be [done] to make them comfortable, and they then went forward.

The following morning they and a half dozen others complained of their breakfast, which consisted of bread, coffee, and very fair salt beef. I stated to them that I would ask the captain of the vessel to add potatoes or something of that kind.

At dinner on the same day (Saturday) they manifested discontent again, and had a conversation with Captain Tinklepaugh, the captain of the vessel, which was not without disrespect on their part, but appeared to be satisfactory in regard to the future.

The captain had stated to them that owing to being obliged to set the tables five times for each meal, he found it impossible to set the table three times, but would give them two good meals and tea or coffee at the second. The following morning the breakfast consisted of bread, salt meat, hominy, molasses, and coffee, and was again abusively objected to by perhaps eight or a dozen men; and it is proper to state that the men generally expressed themselves satisfied on this occasion, as formerly, and that I asked a number.

Captain Tinklepaugh and myself had several conversations, for it was apparent to me that the conduct of these men sought a pretext rather than wished anything in particular.

They stated to me after the breakfast that they would not eat what had been set upon the table, but would go aft and help themselves to what they wanted; that they would break open the spirit room, and one of them said he had done so on board of a vessel of war. I stated to them that that conduct was quite impossible, and if they attempted it they certainly would be shot, but that their dinner, I hoped, would suit them. This mutinous conduct on the part of these men induced preparation to meet acts of violence on their part.

When the dinner was served, which consisted of good roast beef, hard bread, and potatoes, Boatswain Bell called those who had expressed most discontent, examined the food, stated that their beating the servants of the boat had prevented their willingness to go to the tables, but that the potatoes would be sent for, and asked them if they were satisfied. They replied that they were, and added, "Perfectly so," and on my going down forward the boatswain stated to me that he thought there would be no further trouble.

I had no sooner returned to the hurricane deck than I was called by Captain Tinklepaugh to come to the port gangway (it having been agreed upon, at my request, that no decided action should be taken by him without my order). On going into the port gangway I saw two or three men engaged in a hand-to-hand struggle, as pushing, etc., against Captain Tinklepaugh, Mr. Phelps, the engineer of the vessel, and boatswain, Mr. Bell, of the U. S. Navy.

I did not hesitate, but gave the order to fire, reiterated it, and fired myself the first pistol shot, which was immediately followed by shots from Captain Tinklepaugh, Dr. Woodward, and Boatswain Bell, which resulted in the death of Alfred Bussell and John Kelly, seamen; another man running forward to a group of between twenty and thirty men collected abaft the foremast and apparently awaiting events.

I went at once forward over the hurricane deck, had the men collected, and stated to them that the use of violence had made it necessary to shoot two of their number, which I was sure I regretted quite as much as any of them; that they owed a duty to their country and that I expected good conduct on their part, and that they knew perfectly well what could be done by Captain Tinklepaugh on board the vessel would be [done], and that it was my business as well as my pleasure to see that it was.

They—apparently unanimously—gave three cheers and returned to their dinners, as directed by me. Four others of the draft I asked Captain Tinklepaugh to put in irons, and directed them to come upon the hurricane deck, which they did reluctantly, but without resort to force on my part.

DANL. AMMEN,
Commander, U. S. Navy.

ON BOARD STEAMER OCEAN QUEEN,
At Sea, May 19, 1864.

On this 19th day of May, 1864, before me, the subscriber, one of the associate justices of the Supreme Court of the United States of America, now at sea, on the steamship *Ocean Queen*, personally came Daniel Ammen, to me known to be the person described in and who signed the above statement, who, being by me duly sworn, did depose and say that he had read the foregoing statement and knew the contents thereof, and that the same is true.

STEPHEN J. FIELD,
Associate Justice of the Supreme Court of the United States.

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STEAMSHIP OCEAN QUEEN,
At Sea, May 16, 1864.

Edward L. Tinklepaugh, being duly sworn, says that he is captain of the steamer *Ocean Queen*, running between the ports of New York, United States of America, and Aspinwall, New Granada. That he left

his dock at New York on Friday, May 13, 1864, at about 12 m., with orders from the agent of the steamer to lie in the stream and take on board 220 United States sailors and transport them to Aspinwall, aforesaid. That, in pursuance of such orders, he received said 220 sailors on board and proceeded on his voyage. That said sailors were under the charge and command of Captain Ammen, a commander in the United States naval service, aided in his command by Boatswain Thomas G. Bell. That on the morning of the second day after departure many of the said sailors became riotous and mutinous, and on deponent's going forward where said sailors were quartered on Saturday, the 14th instant, to remonstrate with them for their riotous conduct and for assaulting the servants and sailors belonging to his vessel (which they had already done), said sailors gathered about deponent and used threatening and abusive language and defied the authority and power of their commander and also of deponent as captain of the vessel; and that the said sailors refused and would not permit the sailors belonging to the vessel to attend to and perform their duties on the forward part of the vessel, and also threw overboard considerable of the furniture and property of the ship. That there was no marine guard accompanying said sailors, nor were there any ship arms on board the vessel. That from the excited state of said sailors, and from the fact that each man was armed with a sheath knife, said deponent feared to make the attempt of putting the ringleaders in irons at that time, and now fully believes that had he at that time made the attempt his ship's officers and crew would have been overpowered by said sailors and would have been taken possession of by them.

That the forward part of the vessel was occupied by the steerage passengers and said sailors, and the after part of the vessel by the first and second class passengers, and the forward part and after part are separated by a light wooden grating. That besides said sailors he had on board as passengers about eight hundred persons. That on Sunday morning, the 15th instant, said sailors stated and declared to this deponent that it was their purpose and intention at about 2 o'clock in the afternoon to break through the grating that separates the forward from the after part of the vessel and come and take possession of the after part of the vessel.

That deponent is informed by one of said sailors, and believes it to be the fact, that said sailors, or a portion of them, concerted and agreed together on the night of the 13th to mutiny and take possession of the ship, and stated among themselves that they would do so, and were making enquiry for someone to act as engineer to run the ship's engine.

That no cause or provocation existed to excite mutiny, and the accommodations and provisions furnished said sailors were the same and in all respects as good as those given the steerage passengers.

That about 2 o'clock p. m. on Sunday, the 15th instant, said sailors attempted to break through the gate in the grating which separates the forward from the rear part of the vessel. That one of the crew of the vessel was in charge of said gate. That the said sailors by force and violence removed said man from the gate and began coming through the same to the rear part of the vessel. That this deponent and E. R. Phelps, the chief engineer of the vessel, George F. Woodward, W. B. Johnston, B. A. Bedlack, and Dr. E. H. Gibbs, the surgeon of the vessel, were present and near the said gate at that time.

That previous to this time deponent had stated to Commander Ammen, who was in charge of said sailors, that in case the sailors attempted to

come abaft the gate he should shoot them down, and that said Captain D. Ammen authorized him to do so, and told him he himself would give the order in case of necessity.

That as soon as deponent saw the sailors beginning to come abaft the gate he immediately called Captain D. Ammen. That when Captain Ammen arrived on the spot deponent, said Phelps, Woodward, Gibbs, Johnston, and Bedlack were all using their remonstrances and strength in forcing the said sailors forward of the gate and in preventing them from coming farther aft.

That as soon as Captain Ammen arrived and saw the situation he ordered that the sailors be fired upon, and himself fired the first shot.

That deponent, Captain D. Ammen, George F. Woodward, and Boatswain Thomas G. Bell all fired upon said sailors with revolvers, and two of said sailors, named John Kelly and Alfred Bussell, were killed by the shots fired by some of said persons, and thereupon the remainder of the sailors returned forward of the gate. That one of said sailors so killed fell abaft the gate and the other just in the gate.

That immmediately afterwards deponent put five of the ringleaders in irons, by order of Commander D. Ammen. That in the afternoon of the same day, in accordance with the wishes of the passengers, the passengers having private arms were formed into an organization to keep watch all night over the ship, and such watch was formed and kept. Deponent further says that it is now his candid and firm belief, in view of the circumstances, and with the knowledge that he at the time had and has since gained, that killing of said men was an absolute necessity, and that had he and the persons assisting him been less prompt and firm the said sailors would have overpowered the ship's officers and crew and would have taken possession and control of the vessel and have greatly endangered the lives of the passengers and the safety of their property.

EDWD. L. TINKLEPAUGH.

ON BOARD STEAMSHIP OCEAN QUEEN,
At Sea, May 19, 1864.

On this 19th day of May, 1864, before me, the subscriber, one of the associate justices of the Supreme Court of the United States, personally came Edward L. Tinklepaugh, to me known to be the individual described in and who signed the above statement, and who, being by me duly sworn, did depose and say that he had read the foregoing statement by him signed and knew the contents thereof, and that the same is true.

STEPHEN J. FIELD,
Associate Justice of the Supreme Court of the United States.

—

STEAMSHIP OCEAN QUEEN,
At Sea, May 19, 1864.

E. R. Phelps, the chief engineer, and E. H. Gibbs, surgeon, on board the steamship *Ocean Queen*, Dr. George F. Woodward, W. B. Johnston, and B. A. Bedlack, passengers on board said vessel, Commander D. Ammen and Boatswain Thomas G. Bell, in the United States naval service, being each duly severally sworn, say, and each for himself says, that he has heard read the foregoing annexed affidavit of Captain Edward L. Tinklepaugh. That so much thereof as contains a recital of the occurrence therein narrated from the time of the sailors' attempting

to break through the gate on Sunday, the 15th instant, at about 2 o'clock p. m., is known to each of them to be true. That they were present during the occurrence and in full view of all that transpired, and said affidavit is an exact recital of the facts and in all respects true; and each states as his belief that no more force or violence was used than was absolutely necessary to meet the exigencies of the case.

DANL. AMMEN,
Commander.
WM. B. JOHNSTON.
B. A. BEDLACK.
T. G. BELL,
U. S. Navy.
E. R. PHELPS.
GEORGE F. WOODWARD.
E. H. GIBBS.

Subscribed and sworn before me May 19, 1864.

STEPHEN J. FIELD,
Associate Justice of the Supreme Court of the United States.

Letter from the Secretary of the Navy to Commander Ammen, U. S. Navy, announcing the decision of the court in the case of the mutiny on board the steamer Ocean Queen.

NAVY DEPARTMENT, *August 15, 1864.*

SIR: The naval general court-martial, by which you were recently tried at New York, acquitted you of the charges preferred against you. After pronouncing this judgment the court proceed to state that—

It appearing from the evidence, and not denied by the accused, that Commander Daniel Ammen, at the time and place mentioned in the specifications, was concerned in the killing of John Kelly and Alfred Bussell, seamen, the court do find that the same was done in the lawful discharge of the duty of the said Commander Daniel Ammen as an officer of the United States Navy, and to suppress an attempted mutiny, and in the opinion of the court the same was justifiable homicide.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander DANIEL AMMEN, U. S. Navy,
New York.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the U. S. bark Gemsbok.

FLAGSHIP POWHATAN,
Off the Island of Martinique, May 16, 1864.

SIR: I have the honor to acknowledge the receipt on the 11th instant of your order in relation to the *Gemsbok.*

The Department's directions shall be carried out and the ship sent to the United States as soon as I arrive at St. Thomas.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of repairs to that vessel of injuries received at Ostende, Belgium.

U. S. S. KEARSARGE,
Dover Roads, England, May 16, 1864.

SIR: I have the honor to report that from information received from Mr. Dayton that the rebels had rejected the conditions which the French Government had attached to the release of the *Rappahannock*, and further, that the *Georgia* had been diverted from proceeding to Antwerp, her intended destination, from apprehension of meeting the *Kearsarge*, and had gone into Liverpool, I resolved to take advantage of this opportunity, and accordingly left for Flushing, for examination as to any injuries which the bottom of this vessel might have received at Ostende.

On docking her she was found to have sustained no injury, except copper torn from her keel and on parts of her bilges ruffed up.

The renewal of this took 51 sheets of copper, at a cost for docking, labor, etc., of $361.62.

The ship's bottom is now in a fine state.

I beg to inform the Department that I received from the officials at Flushing every facility for the work by the offer of materials and mechanics without limit; and it is but justice to say that a ready disposition and kindness was in all instances manifested to assist us.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. minister to France, requesting information of any movements in connection with the C. S. steamers Rappahannock and Georgia.

U. S. S. KEARSARGE,
Dover Roads, England, May 17, 1864.

SIR: Your letter informing me that the *Rappahannock* would not be released for some time, together with the information I received from other sources that the *Georgia* would not go to Antwerp from fear of meeting with us, determined me to go to Flushing for examination of the bottom of the *Kearsarge*. Our injuries were found to be trifling.

On my return to this place I found an unusual bustle. The rebel had passed over to Calais a large number of men, together with the crew of the *Georgia*.

As the number of men is more than would be required for the *Rappahannock*, it may be that many of them have been sent forward to Bordeaux.

I will be obliged to you to advise me of any movements which may reach you in connection with this.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. WM. L. DAYTON,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

Report of the U. S. consul at Cape Town, Cape Colony, regarding the movements of vessels in that part.

U. S. CONSULATE,
Cape Town, Cape of Good Hope, May 20, 1864.

SIR: The *Sacramento* arrived here on the 30th of April and left for Brest, France, on the 5th instant, her commander, Captain H. Walke, believing from information received here that the *Alabama* had gone to some port in France for repairs.

The *Wyoming* arrived here on the 16th instant, and being coaled with great dispatch, left this port on the 17th. She is homeward bound.

Nothing further has been heard of the *Florida*.

The Secretary of State has issued a circular calling for information as to the coaling of privateers under the insurgent flag, and I have informed him that Anderson, Saxon & Co., of this place, have acted as agents for and coaled all such vessels.

Now, I perceive from a British blue book that the London correspondents of this firm claim that they (Anderson, Saxon & Co.) also coaled the *Vanderbilt*. I have thought it proper to make an explanation. The commander of the *Vanderbilt* refused to come to Table Bay on account of the strong northwest gales in the winter, and as Anderson, Saxon & Co. were the only parties having coal there, I would have nothing to do with them, but received from Deane & Johnson, of this place, a tender for the supply of the *Vanderbilt* there (Simon's Town) at current rates, and the latter firm bought of the former. This is the whole history of the matter, and Commander Baldwin was entirely satisfied. The *Sacramento* was coaled by Thomson, Watson & Co. and the *Wyoming* by Deane & Johnson from coals belonging to those firms in Cape Town.

I have the honor to be, sir, your obedient servant,

WALTER GRAHAM,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *May 20, 1864.*

Get the *Niagara* ready for sea as early as convenient and report. Not longer than ten days.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the intended departure of that vessel from Bahia, Brazil.

U. S. STEAM SLOOP WACHUSETT,
Bahia, Brazil, May 22, 1864.

SIR: I have remained here several days beyond what was otherwise necessary in consequence of bad weather and to ascertain the character and destination of the English brigantine *Adelaide*, which had 0 tons of coal, a quantity of powder, and a rebel flag on board.

Having information that the greater part of her cargo is already discharged, and that it is not intended for rebel cruisers, I will leave here this evening to carry out your instructions of the 27th of January last.

Upon the recommendation of Surgeon William M. King I send this day to New York Edward Waters, seaman, and Jacob Outen, ordinary seaman, invalids.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *May 23, 1864.*

Have the *Niagara* ready to go to sea on Wednesday, June 1.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the rumored readiness for departure from Calais of the C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Dover Roads, England, May 24, 1864.

SIR: I have the honor to inform the Department that the *Rappahannock* has been reported ready for the last week for immediate departure. She has on board a crew of ninety or more men, a portion of them having been drafted from the *Georgia.*

I learn that an application was made to the French Government for their release on the 17th instant, the application affirming that if they were not to be released the officers and men would leave the vessel and go to some other point, from which they could operate for the benefit of their country.

The hope of an affirmative answer had been the reason of their making every preparation for sailing.

Yesterday the rebels flaunted a large quantity of bunting in secession flags from their mastheads; whether it was owing to the report that the *Florida* had captured one or two of our gunboats or in honor of what is stated as "Lee's victories" I am unable to state.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, of the cruise of that vessel in Lake Erie.

U. S. S. MICHIGAN,
Buffalo, May 26, 1864.

SIR: I have the honor to report the arrival of this ship at this place. In obedience to your instructions I left Erie on the 17th instant, and

cruised around Lake Erie, touching at and communicating with Cleveland, Johnson's Island, Sandusky, and the islands in the vicinity, in Ohio and Detroit, Mich. From thence I proceeded along the Canadian coast, Rondeau, Port Stanley, and to this place. I made strict investigation also relative to supposed armed vessel intended to raid on the lake cities, and could find no proper foundation for the rumors relative thereto. The military commanders at Johnson's Island and Detroit with whom I consulted consider matters quiet at present, and have promised, in case of hostile demonstrations on the part of rebels or sympathizers in Canada requiring the presence of this ship, that they will promptly communicate with me by telegraph. Meanwhile, in accordance with the instruction of the Bureau of Construction and Repair, I shall cause the ship's bottom to be cleaned in dock at Buffalo, and also endeavor to fill up my complement of crew, many of whom, on account of the expiration of term of service and the greater wages offered by merchant vessels, have received their discharge.

I have the honor to be, very respectfully, your obedient servant,

J. C. CARTER,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. minister to Japan to Captain Price, U. S. Navy, commanding U. S. ship Jamestown, requesting the presence of United States vessels at Kanagawa, Japan.

LEGATION OF THE UNITED STATES IN JAPAN,
Kanagawa, May 26, 1864.

SIR: I have the honor to inform you that it is my opinion, in which the other foreign ministers concur, that affairs wear a more threatening aspect than ever, and there is just reason to apprehend a collision with this Government, which has fully committed itself to the closing of this port.

I hope, therefore, you will be able to hasten to this port with the *Jamestown*, and that you will also be able to transmit to Commander McDougal orders to repair here.

I indulge the hope that your squadron has been or will be speedily reenforced.

I am, sir, very respectfully, your most obedient servant,

ROBERT H. PRUYN,
Minister Resident in Japan.

Captain C. PRICE,
Senior Naval Officer, China and Japan Station, etc.

Order of the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *May 30, 1864.*

SIR: You will proceed to sea, with the *Niagara* under your command, on Wednesday, 1st June next, and after getting to sea you will break the seal of the enclosed instructions and carry them into execution.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, New York.

Instructions of the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the cruise of that vessel in search of the C. S. S. Florida and other Confederate vessels.

Confidential.] NAVY DEPARTMENT, *May 30, 1864.*

SIR: The last information the Department has received concerning the *Florida* is that she left Bermuda on the 14th instant and stood north. It is possible that under sail she may follow the track of our vessels bound to Europe. You will therefore, under sail when possible, or easy steam when otherwise, work along to the eastward in said track, overhauling vessels for information concerning any pirates, and, receiving such, you will act according to your best judgment relative to pursuing and destroying such craft. If no information is obtained in the route, you will cross the Atlantic in from twenty-five to thirty-five days, and go into Antwerp for repairs, whence you will communicate with our minister at Paris, Mr. Dayton.

Although your chief object will be the search of the *Florida*, you will not omit due diligence in all cases during your cruise, and will seize and send into port any vessel of the enemy engaged in depredating on our commerce, or in the transportation of arms, munitions, or contraband of war to the insurgents.

Advise the Department frequently of your movements.

When you visit any country where we have a minister or chargé you will communicate with him personally or otherwise.

Be careful that you do not permit any information in regard to the movements of your vessel to be promulgated.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore THOMAS T. CRAVEN,
Commanding U. S. S. Niagara, New York.

Order of the Secretary of the Navy to Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, to report to Rear-Admiral Farragut, U. S. Navy, for duty in the Western Gulf Blockading Squadron.

Confidential.] NAVY DEPARTMENT, *May 31, 1864.*

SIR: On the receipt of this order you will proceed with the U. S. sloop of war *Constellation* to New Orleans, La., and report to Rear-Admiral D. G. Farragut for duty in the Western Gulf Blockading Squadron, touching on your homeward passage at the Canary Islands and the island of St. Thomas.

You will exercise due diligence in all cases, and seize and send into port any vessel of the enemy engaged in depredating upon our commerce or in the transportation of arms, munitions, or contraband of war to the insurgents.

Communicate with the Department when opportunity offers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain H. S. STELLWAGEN,
Commanding U. S. S[hip] Constellation, Spezia, Italy.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. consular agent at Calais, France, giving Flushing, Holland, as his station.

U. S. S. KEARSARGE,
Flushing, Holland, May 31, 1864.

DEAR SIR: Mr. Dayton directs that you be informed of our address, in order that you may apprise me of proceedings of the *Rappahannock*.

The *Kearsarge* will remain at present at Flushing, and in event of departure I will inform you.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Mr. VENDROUX,
Consular Agent des États-Unis, Calais [France].

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, acknowledging receipt of orders.

U. S. S. NIAGARA,
New York, May 31, 1864.

SIR: I have the honor to acknowledge the receipt of your order of the 30th instant to proceed to sea with the *Niagara* on Wednesday, the 1st June next. Also the sealed instructions enclosed with your order.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, transmitting request from the U. S. minister to Japan for the presence of United States vessels at Kanagawa, Japan.

U. S. SHIP JAMESTOWN,
Macao Roads, May 31, 1864.

SIR: This ship left here on the 16th instant for the north coast as far as Shanghai, but after having been out a week, with but little progress on account of the head winds, it was ascertained that the boilers of the cooking galley were so burned and leaked so badly as to make it necessary to return to this place and have a new one made and the other repaired, which is being done at Hongkong.

Upon my return here I received the enclosed communication from General Pruyn, our minister to Japan, which will induce me to go direct to Japan as soon as the galley is ready, which I expect it will be the last of the week.

I have the honor to be, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

LEGATION OF THE UNITED STATES IN JAPAN,
Kanagawa, May 5, 1864.

SIR: I have the honor to inform you that in view of the probability of a combined movement against the Prince of Nagato, it is desirable that the ships of war of the United States in the China Sea should visit this port as early as is consistent with the instructions of the Navy Department.

I indulge the hope that by the time this reaches you you will no longer be under the necessity of watching or acting against any rebel ships, and that you will be able to come here without delay.

I am, sir, very respectfully, your obedient servant,

ROBT. H. PRUYN,
Minister Resident in Japan.

Captain C. PRICE,
Commanding U. S. Ship Jamestown, etc.

Order of the Secretary of the Navy to Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, to report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Confidential.] NAVY DEPARTMENT, *May 31, 1864.*

SIR: On the receipt of this order you will proceed with the U. S. sloop of war *St. Louis* to Port Royal, S. C., and report to Rear-Admiral John A. Dahlgren for duty in the South Atlantic Blockading Squadron, touching on your homeward voyage at the Canary Islands, Cape Verde [Islands], and the island of St. Thomas.

You will exercise due diligence in all cases and seize and send into port any vessel of the enemy engaged in depredating on our commerce or in the transportation of arms, munitions, or contraband of war to the insurgents.

Communicate with the Department when opportunity offers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander GEORGE HENRY PREBLE,
Commanding U. S. [Ship] St. Louis, Cadiz, Spain.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the execution of the Department's orders.

U. S. S. NIAGARA,
Off Sandy Hook, June 1, 1864.

SIR: I have the honor to inform you that, in obedience to your order of the 30th ultimo, the *Niagara* is at sea, and so soon as I shall have discharged the pilot I shall open your sealed instructions and to the best of my ability carry them out.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, to Lieutenant McNair, U. S. Navy, commanding U. S. S. Powhatan, to proceed to New York in command of U. S. bark Gemsbok.

FLAGSHIP POWHATAN,
St. Thomas, June 4, 1864.

SIR: You will assume command of the storeship *Gemsbok* for the purpose of taking her to New York.

You will land here what coal may remain on board and take in a sufficient quantity of ballast, should any be required.

Use all diligence in preparing the ship for the passage as early as possible.

Very respectfully,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant A. R. MCNAIR,
U. S. S. Powhatan.

Additional order of Acting Rear-Admiral Lardner, U. S. Navy, to Lieutenant McNair, U. S. Navy, ordered to command U. S. bark Gemsbok.

FLAGSHIP POWHATAN,
St. Thomas, June 4, 1864.

SIR: As soon as the *Gemsbok*, under your command, is ready for sea you will proceed with her to New York, and upon your arrival report to the commandant of the station and in writing to the honorable Secretary of the Navy.

Unless otherwise ordered by the Navy Department, you will return to this ship by the earliest opportunity you can find.

Very respectfully,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Lieutenant A. R. MCNAIR,
U. S. Bark Gemsbok.

Letter from Messrs. G. P. Low and others to the Secretary of the Navy, asking protection for the fishing interests at Gloucester, Mass.

GLOUCESTER, MASS., *June 4, 1864.*

DEAR SIR: We address you at this time in behalf of the citizens and business men of this town interested in the fishing business, to ask your attention to the necessity of some protection for our fishing fleet the coming season. Our vessels are now fitting out for the Gulf of St. Lawrence, and in the course of a few weeks there will be a fleet from the different towns on the coasts of Massachusetts and Maine of from eight hundred to a thousand vessels in those waters, and the experience of last year and the operations of the *Tacony* cause some fears that an attempt of a similar kind may be repeated unless measures are taken to prevent it.

In calling your attention to this subject we feel that in order to protect the interests and provide for the safety of this large fleet of vessels

it is necessary that a steamer, properly armed, should be detailed for the special service of cruising in the Gulf of St. Lawrence (inside of Cape Canso) until the close of the fishing season.

In requesting of the Government that this suggestion may be carried out we beg leave to say that we most fully appreciate the interest manifested by your Department last season in this direction and the measures adopted for the protection of the fishing fleet cruising in the gulf and upon the eastern shore.

We trust the same consideration will prevail at the present time and incline the Department to regard the proposition or suggestion now submitted in a favorable light. We would also respectfully call your attention to the necessity of making some provision (if it has not already been done) for the protection of our commercial and coasting and fishing interests this side of the Gut of Canso, say from Canso to Cape Sable and from Cape Sable to Nantucket Shoals, including the Bay of Fundy. Large numbers of vessels of all classes are continually crossing this track in every direction, and would be entirely at the mercy of any rebel privateer or pirate who might dash into the fleet for the purpose of destruction and depredation.

The fact being known that two or three Government vessels were commissioned to cruise upon this route would have a tendency to check the movements of the enemy and prevent a recurrence of the scenes of last year. We think the necessity of some measures for protection are pretty apparent, and we most respectfully ask the Government that some action may be taken in the premises to meet the wants of the case. A very large amount of property is at stake, and it would be very gratifying to those interested to know that the matter of protection has received the consideration of the Government, and that the same would be granted so far as can reasonably be done in view of the present condition of the country.

The suggestion of an armed steamer in the Gulf of St. Lawrence we regard as of the highest importance, and we would most seriously and respectfully request that some suitable vessel may be assigned by your Department for special service in this quarter.

We have the honor to remain, very respectfully, your obedient servants,

GORHAM P. LOW,
BENJ. H. CORLISS,
JOSEPH O. PROCTER,
Committee.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of cruise of U. S. flagship Powhatan in search of the C. S. S. Florida.

FLAGSHIP POWHATAN,
St. Thomas, June 6, 1864.

SIR: I have the honor to report this ship from a cruise among the Windward Islands, in hope of falling in with or hearing of the *Florida.*

I sailed from Cape Haitien on the 11th May, communicating with the consuls at St. Thomas, St. Pierre, Martinique, and Barbados, and coaled at Guadeloupe.

I went about 60 miles south of Barbados, thence eastwardly to the track of homeward-bound ships from Brazil, and thence slowly to the north, boarding all the vessels that were met with.

Nothing more was heard than that the rebel cruiser had arrived at St. Pierre on the 26th of April, coaled, and left on the 30th, stood to the westward first, and was afterwards seen going to the eastward.

I will leave to-day for Cape Haitien.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding U. S. bark Gemsbok.

FLAGSHIP POWHATAN,
St. Thomas, June 6, 1864.

SIR: In obedience to an order from the Department the storeship *Gemsbok* has been ordered to New York.

That part of the order which directs another officer to be placed in command obliges me to send the second lieutenant of this ship.

If the Department will allow Lieutenant McNair to return by the California steamer, his absence from his duties on the *Powhatan* might not exceed a month.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of condition of affairs at Tunis.

U. S. SHIP CONSTELLATION,
Alexandria [Egypt], June 7, 1864.

SIR: I visited Tunis on the 19th May and left on the 27th. The insurrection appears to be in the way of adjustment, though a concert of opinion does not appear to exist between the European powers. France and Italy have a large naval force there, and from what I could learn they claim that the country is under a constitutional government and independent of Turkey. They expressed themselves determined to prevent any power interfering to change that or to obtain a footing. England and Turkey claim that the Sultan retains certain privileges, and protest against the landing of French forces. The majority of the inhabitants are fearful of subjugation by France, and were exasperated by the rumors of attempts to land from the fleets. Foreigners say they apprehend a general massacre if the attempt is made.

I paid my respects to the Bey and minister, who seem to feel great friendship for the United States and our people.

Arriving at Malta on the 28th May, I was kindly received, and a Government diver in armor was sent down to repair a leak we discovered running into our port forward bread room and magazine passage, and also to make a general examination of the ship's bottom, the pilot having touched us on a point inside of the harbor. The repair was very necessary and the expense trifling.

Admiral Austin and the officers of the English army and navy were very kind. The governor gave me a reception and offered all necessary assistance.

We used all dispatch and left June 1, the morning after the work was done. Notwithstanding the ship was thoroughly searched by my orders, the next day a man was found secreted on board—as he asserts, a deserter from an English coal ship. I could not well return, and shall deliver him up to the English consul at this place.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Guest, U. S. Navy, commanding U. S. S. Galatea, of the return of that vessel to New York for repairs.

U. S. S. GALATEA,
Navy Yard, New York, June 7, 1864.

SIR: I have to report my return with the *Galatea* under my command to this port.

I left Sandy Hook at 1 p. m. on the 5th instant, and soon found the vessel to be leaking considerably, but continued on my course for twenty-eight hours to be fully convinced that the leak was too serious to permit me to prosecute the voyage to the West Indies.

I enclose my order for a survey, marked A, and the report thereof, marked B. This examination by three officers was made in a smooth sea. During the night, as the sea became rough, the leak increased to more than twice the quantity reported by the survey.

The leak also increases with the number of revolutions of the engine.

It will be necessary to overhaul the ship's fastenings and to strengthen her in some way.

I am, sir, respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding Galatea.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, to cruise for the protection of commercial and fishing interests.

NAVY DEPARTMENT, *June 9, 1864.*

SIR: You will proceed with the U. S. S. *Ticonderoga* on a short cruise to the eastward for the protection of our commercial and fishing interests in that quarter. It is not advisable that you should go into the Gulf of St. Lawrence unless some emergency should require your pres-

ence there. You can cruise where our fishermen generally resort, and return at the end of ten days to Portland, Me., and await there the orders of the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, Boston.

Letter from the Secretary of the Navy to Messrs. G. P. Low and others, concerning protection of commerce.

NAVY DEPARTMENT, *June 9, 1864.*

GENTLEMEN: I have received your communication of the 4th instant, and have directed the U. S. S. *Ticonderoga* to make a cruise to the eastward for the protection of our commercial and fishing interests in that quarter.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

GORHAM P. LOW,
BENJ. H. CORLISS,
JOS. O. PROCTER.
Committee, Gloucester, Mass.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of cruise of the U. S. flagship Powhatan.

FLAGSHIP POWHATAN,
Cape Haitien, June 11, 1864.

SIR: Upon my arrival at this port on the 8th instant a letter was shown to me by the consul that mentioned a suspicious steamer, supposed to be the *Florida*, was at anchor at the unfrequented port of Cape Nicolas Mole, at the west end of this island

As it was about the time for the California steamer, I immediately went there and arrived during the night, but the ship had sailed.

On the next day she was fallen in with off Cape Maysi, and proved to be the British sloop *Rinaldo.*

I have the honor to be, very respectfully, your obedient servant.

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, transmitting report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, regarding convoy of the steamer Ocean Queen.

FLAGSHIP POWHATAN,
Cape Haitien, June 13, 1864.

SIR: I have the honor to transmit a report of Commander J. P. Sanford, of the *Neptune*, describing the condition of a draft of United

States seamen on board the California steamer, with his reasons for continuing the convoy as far as Aspinwall

Commander Sanford's action in the matter has been approved of by me.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. NEPTUNE,
Cape Haitien, May 30, 1864.

SIR: I have to report that Commander Ammen, who had in charge some two hundred men as a draft for the *Lancaster* at Panama, came on board from the *Ocean Queen* in the Mariguana Passage on the 19th instant, in the return boarding boat. He reported that the men of this draft were mostly from the Army and were entirely undisciplined, their conduct becoming outrageous during the first day out, and on the second day he apprehended much trouble with the most turbulent. Toward the afternoon of that day the ringleaders of a party of some thirty or forty (with, as he thinks, a much larger number in reserve), who were ready to act if the ringleaders were at all successful, defied the authorities of the vessel, as well as his own and Boatswain Bell, who was with him, and endeavored to force their way aft to get possession of the stores and liquors, and ultimately the vessel. He felt justified in shooting two of the men. The rest immediately retreated.

He secured in irons five of the most prominent and worst characters. After this he appeared to have control of the men. Subsequently he was informed that it was the intention of the party to have captured the vessel for plunder, to have taken her to some convenient spot, beached and destroyed her. There were many women and children on board. I was earnestly requested to furnish him (Commander Ammen) with marines, which I did, but subsequently took them back, and the prisoners on board this vessel for confinement till our arrival at Aspinwall. Commander Ammen, as well as Captain Tinklepaugh, made a strong appeal to me to accompany them to Aspinwall. After mature reflection I determined to do so. The reasons that controlled me were as follows:

1. The possibility, if not probability, of the *Ocean Queen's* falling in with the rebel steamer *Florida*, in which event the captain of the *Florida* would be able to receive a considerable accession to his crew from among the men composing this draft, and by a transfer of a part of his own be able to retain possession of the *Ocean Queen* for his own purposes, land the passengers and crew when convenient, and parole such of the draft as might not be willing to join him.

2. The *Lancaster*, in the above event happening, would receive no accession to her crew, which Commander Ammen assured me she was much in need of.

3. Although the marines which I could and felt it my duty to furnish for the purpose of maintaining order and preventing desertion at Aspinwall and in transit would, to a certain extent, effect these objects, both would be assured if I extended the convoy to Aspinwall.

4. There was yet a want of confidence on the part of everyone on board the *Ocean Queen* as to their safety and that of the vessel.

5. The arrival and presence at Aspinwall of a vessel of war, let it be for never so short a period, as convoy, would have publicity, and for a time be an actual protection over a considerable distance now known to be without convoy.

6. It would be practicable for me, by using every energy, to coal and water at Aspinwall and return to my station in the Mariguana Passage in season to meet the convoy of the 28th or 29th instant, which I did, arriving close under the lee of Mariguana Island at dusk on the 28th.

The *Northern Light* did not appear till the morning of the 29th.

My extending the convoy to Aspinwall has interfered in no way with my regular convoy duty, but I believe had a good effect in several respects.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, U. S. Navy.

Acting Rear-Admiral J. L. LARDNER,
Commanding West India Squadron, Cape Haitien, Haiti.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of departure of that vessel for Cherbourg, France, in search of C. S. S. Alabama.

U. S. S. KEARSARGE,
Dover Roads, England, June 13, 1864.

SIR: Having been informed by Mr. Dayton that notwithstanding the preparations made for immediate departure of the *Rappahannock* some time would elapse before a final decision in her case would be made by the French Government, I sailed in the *Kearsarge* on the 30th ultimo for the Scheldt River to await events, which would determine my future movements.

Yesterday I received a telegram from Mr. Dayton, informing me that the *Alabama* had put into Cherbourg, when I immediately left on my way off that port.

After receiving a new trysail and topsail, ordered here by survey, I shall proceed, and expect to reach Cherbourg to-morrow night.

I have deemed it expedient, as there are two passages at Cherbourg—eastern and western—and we shall be wanting provisions, to telegraph Commander Preble to take in stores in the *St. Louis*, and proceed to make a junction with this vessel at that place.

The season of the year is such that the *St. Louis* can very well operate off Cherbourg, and although she would be of very little use for chasing, yet, by keeping a good lookout on one of the entrances and signalizing, she may be of great service.

Hoping my course will meet the approbation of the Department,

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, concerning the two steamers under construction for the Confederate Government at Bordeaux.

U. S. S. KEARSARGE,
Dover Roads, England, June 13, 1864.

SIR: Having been advised by Mr. Dayton that the two steamers reported building for the Confederates at Bordeaux would sail under Dutch colors for Amsterdam in the course of two or three weeks, and that a sham sale no doubt covered the true character of these vessels, at my instance the consular agent at Flushing has succeeded in discovering the true nature of this transaction. It appears that the registers of these vessels have already been issued and they are to proceed to Amsterdam. After due time they will leave Amsterdam, and what is termed a sale at sea to the Confederates will be effected, when the registers will be returned to Amsterdam. I have directed the consular agent at Flushing to forward copies of the letters embracing this information both to Mr. Pike at The Hague and Mr. Dayton.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. minister to France, regarding two steamers for the Confederate Government.

U. S. S. KEARSARGE,
Dover Roads, England, June 13, 1864.

SIR: At my instance the consular agent at Flushing has succeeded in discovering something of the nature of the transaction by which the steamers at Bordeaux will sail under Dutch colors. It seems that a party at Amsterdam, acting for the Confederates, have obtained registers which have already been issued. These vessels will proceed to Amsterdam and after due time leave again, when what is termed a sale at sea will be made to the Confederates and the registers returned to Amsterdam.

I have directed the consular agent to forward you a copy of the letters embracing this information, but have had no time to communicate with Mr. Pike.

I shall be off Cherbourg to-morrow evening, and have telegraphed the *St. Louis* at Lisbon to come up, as she will be of use in watching one of the entrances and signalizing.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. WM. L. DAYTON,
Envoy Extraordinary and Minister Plenipotentiary of the United States.

Letter from the U. S. minister to France to the Secretary of State, reporting the presence of the C. S. S. Alabama at Cherbourg, France.

PARIS, *June 13, 1864.*

SIR: I was on Saturday telegraphed by our consular agent at Cherbourg that a Confederate vessel (supposed to be the *Florida*) had just

anchored in that harbor. Some two or three hours later in the day he telegraphed me as follows:

The rebel steamer is the *Alabama*, with thirty-seven Federal prisoners. She has captured ship *Rockingham*, of New York and a bark off Cape of Good Hope.

EDOUARD LIAIS,
Vice-Consul.

I immediately telegraphed Captain Winslow, of the U. S. S. *Kearsarge*, now at Flushing. Captain Winslow has replied to me that he will be off Cherbourg about Wednesday. He requests me to inform consular agent at Cherbourg of this, and that he "will enlist twenty *Alabama* prisoners," which I have done.

I likewise immediately enclosed to Mr. Drouyn de Lhuys, minister of foreign affairs, a note of protest of like character to that made in the cases of the *Florida* and *Georgia*, a copy of which is herewith enclosed. I thought, under all the circumstances, it might be better not to neglect this, though the policy of the French Government had been announced in the case of the other vessels. But I remembered that on one occasion when, in the course of conversation about these vessels, I said to Mr. Drouyn de Lhuys they needed but one ship more (the *Alabama*) to make the French port a rendezvous for the entire rebel navy, and I thought she would next be here, he hastily said, "No; I will not permit that vessel to come in." It is just to say this was not said by him nor received by me as a deliberate promise; it seemed rather an impulse—an outbreak of annoyance at the use their ports were being put to, which he truly remarked could not be the result of accident, but was obviously intended to beget trouble between France and the United States. Still, the character of this vessel is so obnoxious and so notorious that it is possible they may exclude her; but, if otherwise, it is well to know and understand that they will apply their rules in the most extreme cases. If they act upon these principles they can scarcely complain if we, in return, when occasion shall arise, apply the same to themselves.

If any increase of our naval force on this coast is contemplated, as your late dispatch informs me, I hope that as little delay in sending it may occur as possible. The arrival of the *Alabama* will spread universal dismay among American shippers in these seas and all engaged in American trade. Do not permit the Navy Department to await the departure of the *Alabama*, as it has that of the *Florida* and *Georgia*, before anything is done.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WM. H. SEWARD,
Secretary of State, etc.

[Enclosure.]

PARIS, *June 11, 1864.*

MONSIEUR LE MINISTRE: You have no doubt been informed that the rebel corsair, the *Alabama*, arrived to-day at Cherbourg with thirty-seven Federal prisoners.

Like protests as made by me in the cases of the *Florida* and the *Georgia* I beg, for still stronger reasons, to extend to the *Alabama*.

Accept, sir, the assurance of highest consideration with which I have the honor to be, your excellency's very obedient servant,

WM. L. DAYTON.

His Excellency M. DROUYN DE LHUYS,
Minister of Foreign Affairs, Paris.

Letter from the U. S. vice-consul at Cherbourg, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving information received from masters of American vessels regarding the C. S. S. Alabama.

U. S. CONSULAR AGENCY,
Cherbourg, June 13, 1864.

Captain Edwin A. Gerrish reports that his ship, the *Rockingham*, sailed from Callao, bound to Cork with guano. On April 23, 1864, being in latitude 15° 53′ S., longitude 31° 44′ W. of Greenwich, his ship was captured and plundered by the steamer *Alabama*. There were twenty-four souls on board, including a lady and child and a nursemaid; all were transferred on board the steamer. As soon as the ship was deserted, made a target of her, both ships being hove to, at 500 yards distance. They fired twenty-four shots, four of which hit in the hull and three in the rigging; the water was very smooth at the time. After this they went on board and set her on fire.

Captain Edward Ayers says that his vessel, the bark *Tycoon*, was from New York, bound to San Francisco with a general cargo of merchandise. On April 27, 1864, latitude 10° 55′ S., longitude 31° 25′ W., his vessel was captured and plundered by the *Alabama*, and after taking them prisoners of war (sixteen persons in all) they set his ship on fire in the cabin and in the forehold, and then wore ship to northward, standing away from the burning vessel.

Captains G[errish] and A[yers] further say that the first mate of the *Rockingham* (hailing from Savannah) and a seaman of the *Tycoon* (an Englishman) volunteered on the *Alabama*.

On approaching vessels supposed to be American the *Alabama* generally displays American colors. Boarded a number of vessels while they were on board of her.

On the 9th instant three yards were crossed on the mizzenmast for the purpose of disguising the vessel.

Steam was got up for the first time on the 10th instant at 2 o'clock a. m.; took a Cowes pilot at about 4 o'clock p. m.; on the following day at 11 o'clock a. m. took a Cherbourg pilot, and at 1 o'clock p. m. anchored in the harbor. At 2 o'clock p. m. we were all paroled and made ourselves ready for being landed. However, we were not ordered to go on shore or into the boats until 8:30 o'clock p. m. It was quite dark when we reached the shore.

Her speed under steam alone was about 10 knots; she needs new copper. We do not think she ever had a speed of 15 knots, as the report was.

We were told by them that they left Cape Town on the 25th or 26th of March, and that they got up steam only to leave the harbor. They distill water for their own use. They have on board now about 200 tons coal.

Crew, 147 men, including 25 officers.

Besides the alterations spoken of in the gearing of her mizzenmast, her two quarter boats and stern boat have been painted white. The two boats amidships are black, as heretofore.

She carries six 32-pounder side guns, smooth bore; one 8-inch 68-pounder pivot smooth-bore gun aft, and one 100-pounder rifle pivot gun forward.

One of her boilers was repaired at sea; they may do yet more service.

EDOUARD LIAIS,
Vice-Consul.

Captain JOHN A. WINSLOW,
Commanding U. S. S. Kearsarge.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the return of that vessel to Bahia, Brazil.

U. S. S. WACHUSETT,
Bahia, June 14, 1864.

SIR: I have the honor to report the arrival of this ship on the 9th instant.

We sailed from here on the 22d of May for the island of Fernando de Noronha, and from thence to Ceará, on the north coast of Brazil, where the rebel steamer *Florida* had last year coaled ship and landed prisoners. From Ceará I should have gone to Rio de Janeiro but for the injury to our boiler, the particulars of which are detailed in the reports of the chief and assistant engineers, herewith enclosed.*

The boiler will probably be repaired within four or five days, when I shall proceed to sea to carry out the orders of the Department.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of intended departure for Cherbourg to join the Kearsarge, transmitting telegraphic orders to that effect.

U. S. SLOOP OF WAR ST. LOUIS,
Tangier Bay, June 16, 1864—6 p. m.

SIR: As I was about to sail this afternoon for Madeira and the Canary Islands I received through our consul at Gibraltar the annexed telegrams, and am now getting underway to proceed to Cadiz to take in provisions for the *Kearsarge* without delay, and proceed to Cherbourg, as ordered by Captain Winslow.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—June 17th, arrived at Cadiz.

G. H. P.

[Enclosures.—Telegrams.]

CADIZ, *June 13, 1864.*

I have received this morning the following order:

Deliver this dispatch to Commander Preble: Take on board immediately provisions and proceed with all possible haste in the *St. Louis* to Cherbourg, for the purpose of joining the *Kearsarge*, and at the same time order Mr. [W. H.] Yeaton to take passage in the *St. Louis*.

Signed by Captain Winslow.

E. S. EGGLESTON,
U. S. Consul.

HORATIO J. SPRAGUE,
U. S. Consul, Gibraltar.

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* Not necessary to publish.

LISBON, *June 13, 1864—8.15 p. m.*

If *St. Louis* is there tell Commander Preble [the] following order [is] from Winslow:

Take in provisions and proceed with *St. Louis* to Cherbourg with all dispatch for junction with *Kearsarge*.

MUNRO.

SPRAGUE,
American Consul, Gibraltar.

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[Enclosures.—Newspaper clippings.]

Nautical intelligence.

The *Kent*, from Melbourne, arrived in the [English] Channel on the 7th instant; reports that on the 24th April, in latitude 15° S., longitude 32° W., she was boarded by the Confederate steamship *Alabama*, which had burned on the previous day the *Rockingham*, from Callao to Queenstown, laden with guano.

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Signal report.—From H. J. Sprague.

JUNE 14—*12 o'clock noon.*

A British steamer passed from west to east at 9:45 this morning.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to the U. S. consular agent at Cherbourg, France, enjoining a protest against increase of crew of the C. S. S. Alabama, in that port.

U. S. S. KEARSARGE,
Off Cherbourg, June 16, 1864.

DEAR SIR: I learn that the *Alabama* was to receive reenforcements of officers and men from the *Rappahannock*.

The *Kearsarge* was denied even prisoners of war from apprehension that her crew might be increased by them, and if any increase of the complement of the *Alabama* over and above 147 persons—the number she brought in—should take place, a representation and protest should be made by you, and you should guard against this by requesting the admiral in command to prohibit it.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

E. LIAIS, Esq.,
U. S. Consular Agent, Cherbourg.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the condition of the U. S. S. Neptune, transmitting report of her commanding officer.

FLAGSHIP POWHATAN,
Cape Haitien, June 17, 1864.

SIR: A complaint of Commander Sanford, with a report of a survey on the steamer *Neptune*, herewith enclosed, shows that ship to be unfit for any present service, and hardly in a condition to reach a Northern port.

The complaint of Chief Engineer Auchinleck appears not to have been called for by the condition of his engine.

The *Neptune* has been ordered to New York.

It is with great regret that I am compelled to part at this time with the only steamer in the squadron. It leaves the flagship alone to take the duty of convoying California steamers and keep open the communication with the Department.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. NEPTUNE,
At Sea, June 11, 1864.

SIR: I would respectfully report to you that during my eighth convoy, on the night of the 9th instant, when the ship was rolling moderately, she began to leak at the rate of 22 inches an hour, and during all of the 10th instant she leaked at an average of 22 inches an hour also. After passing beyond smooth water to the westward of Cape Tiburon, the swell became irregular; ship rolled a good deal; her leakage averaged 34 inches per hour.

I deemed it prudent to adandon the convoy of the *Ariel* about 25 miles to the northward of Navassa. The ship continued to average this leakage (34 inches per hour) till we felt the influence again of the smooth water under the lee of Cape Tiburon. Since then, being in comparatively smooth water, we have leaked from 18 to 22 inches an hour. The pumps have been going almost constantly. The spar deck leaks very badly and is gradually yielding to the weight of the 100-pounder.

There are several very essential alterations and repairs needed to the engine department of this vessel.

I would respectfully request that a survey may be held upon the hull of this vessel for recalking; also upon the engines for repairs. Enclosed I hand you the report of officers who were ordered to ascertain cause of leak, amount, etc.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, U. S. Navy.

Acting Rear-Admiral J. L. LARDNER,
Commanding West India Squadron, Cape Haitien, Haiti.

U. S. S. POWHATAN,
Cape Haytien, June 14, 1864.

SIR: We have, in obedience to your order of this date, made a careful survey of the hull of the steamer *Neptune*, and find she requires extensive calking. She appears in places never to have had but little, if any, oakum in the seams. About the water line there is evidence of the ship working much. Her spar deck about the forward rifle has sunken some two and a half inches.

Very respectfully, your obedient servants,

WM. RONCKENDORFF,
Commander.
CHARLES R. WILKINS,
Acting Master.
SAMUEL W. THOMAS,
Carpenter's Mate.

Acting Rear-Admiral JAMES L. LARDNER,
Commanding West India Squadron.

Letter from the U. S. minister to France to the Secretary of State, transmitting copy of letter to Captain Winslow, U. S. Navy, regarding impending engagement between U. S. S. Kearsarge and C. S. S. Alabama.

PARIS, *June 17, 1864.*

SIR: You will doubtless have received before this notice of the arrival of the *Alabama* in the port of Cherbourg, and my protest to this Government against the extension of any accommodations to this vessel. Mr. Drouyn de Lhuys yesterday informed me that they had made up their minds to this course, and he gave me a copy of the written directions given by the minister of marine to the vice-admiral, maritime prefect at Cherbourg, a translation of which accompanies this dispatch. But he, at the same time, informed me that the United States ship of war the *Kearsarge* had appeared off the port of Cherbourg, and there was danger of an immediate fight between those vessels; that the *Alabama* professed its entire readiness to meet the *Kearsarge*, and he believed that each would attack the other as soon as they were 3 miles off the coast; that a sea fight would thus be got up in the face of France, and at a distance from their coast within reach of the guns used on shipboard in these days; that the distance to which the neutral right of an adjoining Government extended itself from the coast was unsettled, and that the reason for the old rule, which assumed that 3 miles was the outermost reach of a cannon shot, no longer existed, and that, in a word, a fight on or about such a distance from their coast would be offensive to the dignity of France, and they would not permit it. I told him that no other rule than the 3-mile rule was known or recognized as a principle of international law, but if a fight were to take place, and we would lose nothing and risk nothing by its being farther off, I had of course no objection. I had no wish to wound the susceptibilities of France by getting up a fight within a distance which makes the cannon shot liable to fall on the coast. I asked him if he would put his views and wishes on the question in writing, and he promised me to do so. I wrote to Captain Winslow this morning, and herewith enclose you a copy of my letter. I have carefully avoided in this communication anything which would tend to make the *Kearsarge* risk anything by yielding what seemed to me to be an admitted right.

To deliver this letter and understand some other matters in respect to the alleged sale of the two clipper ships at Bordeaux, I have sent my son to Cherbourg.

I am, sir, your obedient servant,

WM. L. DAYTON.

[Hon. WILLIAM H. SEWARD, *Secretary of State.*]

[Enclosures.]

PARIS, *June 16, 1864.*

SIR: This will be delivered to you by my son and assistant secretary of legation. I have had a conversation this afternoon with Mr. Drouyn de Lhuys, minister of foreign affairs. He says they have given the *Alabama* notice that she must leave Cherbourg, but in the meantime you have come in and are watching the *Alabama*, and that this vessel is anxious to meet you, and he supposes you will attack her as soon as she gets 3 miles off the coast; that this will produce a fight which will be at best a fight in waters which may or may not be French waters, as accident may determine; that it would be offensive to the dignity of France to have a fight under such circumstances, and France will not permit it; that the *Alabama* shall not attack you. nor you her. within the 3 miles, nor on or about that distance off.

Under such circumstances I do not suppose that they would have, on principles of international law, the least right to interfere with you if 3 miles off the coast, but if you lose nothing by fighting 6 or 7 miles off the coast instead of 3 you had best do so. You know better than I (who have little or no knowledge of the relative strength of the two vessels) whether the pretense of the *Alabama* of a readiness to meet you is more than a pretense, and I do not wish you to sacrifice any advantage if you have it. I suggest only that you avoid all unnecessary trouble with France, but if the *Alabama* can be taken without violating any rules of international law, and may be lost if such a principle is yielded, you know what the Government would expect of you. You will of course yield no real advantage to which you are entitled, while you are careful to so act as to make uselessly no unnecessary complications with this Government. I ought to add that Mr. Seward's dispatch, dated 20th May, 1864, was in the following words:

The *Niagara* will proceed with as much dispatch as possible to cruise in European waters, and the *Dictator*, so soon as she shall be ready for sea (which is expected to be quite soon), will follow her, unless in the meantime advices from yourself and Mr. Adams shall be deemed to furnish reasons for a change of purpose in that respect.

That you may understand exactly the condition of things here in regard to the *Alabama*, I send you herewith a copy of a communication from the minister of marine to the naval prefect at Cherbourg, furnished me by the minister of foreign affairs.

Respectfully, your obedient servant,

W. L. DAYTON.

Captain WINSLOW,
U. S. S. Kearsarge.

[Translation.]

MINISTER OF THE MARINE AND THE COLONIES,
Cabinet of the Minister, Paris, June 15, 1864—Noon.

The Minister of the Marine and the Colonies to Monsieur the Vice-Admiral, Maritime Prefect at Cherbourg:

We can not permit the *Alabama* to enter into one of our basins of the arsenal, that not being indispensable to place it in a state to go again to sea. This vessel can address itself to commerce (commercial accommodations) for the urgent repairs which it has need of to enable it to go out, but the principles of neutrality recalled in my circular of the 5th of February do not permit us to give to one of the belligerents the means to augment its forces, and in some sort to rebuild itself; in fine, it is not proper that one of the belligerents take without ceasing our ports, and especially our arsenals, as a base of their operations, and, so to say, as one of their own proper ports.

You will observe to the captain of the *Alabama* that he has not been forced to enter into Cherbourg by any accidents of the sea, and that he could altogether as well have touched at ports of Spain, of Portugal, of England, of Belgium, and of Holland.

As to the prisoners made by the *Alabama*, and who have been placed ashore, they are free from the time they have touched our soil. But they ought not to be delivered up to the *Kearsarge*, which is a Federal ship of war. This would be for the *Kearsarge* an augmentation of military force, and we can no more permit this for one of the belligerents than for the other.

Engagement between the U. S. S. Kearsarge and C. S. S. Alabama, June 19, 1864.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge.

U. S. S. KEARSARGE,
Cherbourg, France, June 19, 1864—Afternoon.

SIR: I have the honor to inform the Department that the day subsequent to the arrival of the *Kearsarge* off this port, on the 14th instant, I received a note from Captain Semmes, begging that the *Kearsarge* would not depart, as he intended to fight her and would not delay her but a day or two.

According to this notice, the *Alabama* left the port of Cherbourg this morning at about 9:30 o'clock.

At 10:20 a. m. we discovered her steering toward us. Fearing the question of jurisdiction might arise, we steamed to sea until a distance of 6 or 7 miles was attained from the Cherbourg breakwater, when we rounded to and commenced steaming for the *Alabama*. As we approached her within about 1,200 yards she opened fire, we receiving two or three broadsides before a shot was returned. The action continued, the respective steamers making a circle round and round at a distance of about 900 yards from each other. At the expiration of an hour the *Alabama* struck, going down in about twenty minutes afterwards, and carrying many persons with her.

It affords me great gratification to announce to the Department that every officer and man did his duty, exhibiting a degree of coolness and fortitude which gave promise at the outset of certain victory.

I have the honor to be, most respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of casualties on board that vessel in the action with the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, France, June 20, 1864.

SIR: I enclose herewith the surgeon's report of the casualties on board this vessel in the late action with the *Alabama*. Although we received some twenty-five or thirty shots, twelve or thirteen taking effect in the hull, by the mercy of God we have been spared the loss of any one life, whereas in the case of the *Alabama* the carnage, I learn, was dreadful.

The ships were about equal in match, the tonnage being the same; the *Alabama* carrying one 100-pound rifle, with one heavy 68-pounder and six broadside 32-pounders; the *Kearsarge* carrying four broadside 32-pounders and two 11-inch and one 28-pound rifle, one gun less than the *Alabama*.

The only shot which I fear will give us any trouble is one 100-pound rifle, which entered our sternpost and remains at present unexploded.

It would seem almost invidious to particularize the conduct of any one man or officer in which all had done their duty with a fortitude and coolness which can not be too highly praised, but I feel it due to my

executive officer, Lieutenant-Commander Thornton, who superintended the working of the battery, to particularly mention him for an example of coolness and encouragement of the men while fighting, which contributed much toward the success of the action.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. KEARSARGE,
Cherbourg, France, June 19, 1864—Afternoon.

SIR: I report the following casualties resulting from the engagement this morning with the steamer *Alabama:*

John W. Dempsey, quarter gunner, compound comminuted fracture of right arm, lower third, and forearm; arm amputated.

William Gowin, ordinary seaman, compound fracture of left thigh and leg; seriously wounded.

James Macbeth, ordinary seaman, compound fracture of left leg; severely wounded.

I am, very respectfully, your obedient servant,

JOHN M. BROWNE,
Surgeon, U. S. Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.

Additional report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the engagement of that vessel with the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to report that toward the close of the action between the *Alabama* and this vessel all available sail was made on the former for the purpose of again reaching Cherbourg. When the object was apparent the *Kearsarge* was steered across the bow of the *Alabama* for a raking fire, but before reaching this point the *Alabama* struck. Uncertain whether Captain Semmes was not using some ruse, the *Kearsarge* was stopped. It was seen shortly afterwards that the *Alabama* was lowering her boats, and an officer came alongside in one of them to say that they had surrendered and were fast sinking, and begging that boats would be dispatched immediately for saving of life. The two boats not disabled were at once lowered, and it was apparent that the *Alabama* was settling. This officer was permitted to leave in his boat to afford assistance. An English yacht, the *Deerhound*, had approached near the *Kearsarge* at this time, when I hailed and begged the commander to run down to the *Alabama*, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively and steamed toward the *Alabama*, but the latter sank almost immediately. The *Deerhound*, however, sent her boats and was actively engaged, aided by several others which had come from shore. These boats were busy in bringing the wounded and others to the *Kearsarge*, whom we were trying to make as comfortable as possible, when

it was reported to me that the *Deerhound* was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken; the *Deerhound* made off with Captain Semmes and others, and also the very officer who had come on board to surrender.

I learned subsequently that the *Deerhound* was a consort of the *Alabama*, and that she received on board all the valuable personal effects of Captain Semmes the night before the engagement.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting reports of officers of that vessel and abstract of log.

U. S. S. KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to enclose herewith reports of the executive officer, chief engineer, boatswain, and gunner of this vessel, with copy of log book, containing minutes of the action.

I fully coincide in the recommendations of the executive officer, and such cases as deserve special reference to will be subjects of future communication.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. KEARSARGE,
Port of Cherbourg, June 21, 1864.

SIR: I have the honor to forward to you the reports of the damage sustained in the different departments of this vessel during the recent action with the *Alabama*.

In connection with this engagement, I take great pleasure in informing you, officially, that the conduct of both men and officers equaled in every respect my most sanguine expectations. In the gun divisions the utmost coolness prevailed throughout the action, the details of the manual of exercise being as carefully attended to as if in ordinary exercise; and to this cause may be attributed the excellent condition of the guns and gear after a rapid firing of an hour's duration. The powder division received my particular attention, and its important service was promptly and thoroughly rendered.

The circumstances under which the battle was fought afforded no opportunity of displaying special acts of individual heroism, but while every man and boy in the ship displayed the utmost coolness, zeal, and courage, there were some who by their position and peculiar duties attracted special attention and deserve special mention.

The marines fought the rifle gun upon the topgallant forecastle under the charge of Acting Master's Mate Charles H. Danforth. The action on our part was commenced by this gun, and its fire was rapid and effective throughout. The high reputation of their service was nobly sustained by the marine guard of this ship. The boatswain, James C. Walton, was observably active and efficient. Gunner F. A. Graham's duties were all performed efficiently and merit commendation. The carpenter's mate, Mark G. Ham, is well known to you, sir, as a faithful and competent man. His conduct in the battle was distinguished by the cool and intelligent performance of his duties. It is unnecessary for me to call your attention to the officers commanding the gun or master's division, as their duty was performed under your own eye. I am happy to commend Acting Master's Mate Ezra Bartlett, in charge of the shell supply, for his coolness and efficiency.

In the surgeon's department every arrangement that experience or humanity could suggest was made for the comfort of the wounded. Fortunately, we have but three of our own crew in that condition, but after the action the wounded of the enemy, numbering fifteen persons, were consigned to the care of Surgeon J. M. Browne, who was entirely without professional assistance. The duties of his department were thereby rendered extremely arduous, but were coolly and successfully performed.

William Gowin, ordinary seaman, was severely wounded by the explosion of a shell. He dragged himself to the forward hatch, refusing to allow the men to leave his gun for the purpose of assisting him. His cheerful willingness to sacrifice his life for victory's sake was expressed in terms that animated and encouraged others. John W. Dempsey, quarter gunner, wounded at the same time, losing an arm, displayed similar heroism. James Macbeth, ordinary seamen, another of the wounded men, displayed both courage and patience.

All the men on the sick list voluntarily went to their quarters and rendered such service as they were able to perform. The engineer's division was admirably and efficiently conducted under the command of Chief Engineer W. H. Cushman. Sidney L. Smith and Henry McConnell, third assistant engineers, were stationed on deck, and their conduct came immediately under my observation. It was distinguished by coolness and vigilance. The other assistants, Mr. W. H. Badlam and Mr. F. L. Miller, were on duty in the engine and fire rooms, and, judging from the prompt manner in which the orders from the deck were executed, I know that their duties were creditably performed. The ship is indebted to Paymaster J. A. Smith for efficient service during the action. His clerk, Mr. D. B. Sargent, performed his duty on deck in the third division. The orderly sergeant, C. T. Young, and the master at arms, Jason R. Watrous, also deserve special mention for admirable performance of their duty.

I will hand to you the names of those men specially mentioned by divisional officers as soon as I receive them.

In conclusion, sir, let me congratulate [you] on the success of your plan of battle and compliment you on the skill and judgment displayed in its execution.

I am, sir, very respectfully, your obedient servant,

JAS. S. THORNTON,
Lieutenant-Commander and Executive Officer.

JOHN A. WINSLOW,
Captain, Commanding U. S. S. Kearsarge.

U. S. S. KEARSARGE,
Cherbourg, June 21, 1864.

SIR: I respectfully report that the only injury received in the engine department during our engagement with the *Alabama* on the 19th instant was to the smoke pipe, which was perforated through both sections by a 100-pound rifle shell, which exploded as it was coming through, tearing out a ragged hole of about 3 feet in diameter and carrying away three of the chain guys, and to the top of engine-room hatch, which was cut completely through and across by a shell. I would further report that all the assistant engineers and the firemen and coal heavers behaved with perfect coolness, and were attentive to their duty through the action, and that by the self-possession and attention of Second Assistant Engineer William H. Badlam in the management of the engines, Third Assistant Engineer Fred. L. Miller, in charge of the boilers, Third Assistant Engineer Sidney L. Smith, on deck at the fire and hot-water hose, and Third Assistant Engineer Henry McConnell, at the engine signal bell the efficiency of the engine department is to be attributed. I would also mention First-Class Fireman Joseph Dugan for his coolness and competency in assisting Mr. Miller in fire room, First-Class Firemen Jerry Young, William Smith, Benjamin H. Blaisdell, William H. Donnelly in assisting Mr. Badlam in charge of the engines, and First-Class Fireman True W. Priest for quickness and attention in charge of the after fire hose during the alarm of fire in the action.

Very respectfully,

WILLIAM H. CUSHMAN,
Chief Engineer, U. S. Navy.

Captain JNO. A. WINSLOW, U. S. Navy,
Commanding.

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U. S. S. KEARSARGE,
Cherbourg, June 20, 1864.

SIR: I respectfully submit to you a statement of injuries sustained by the U. S. S. *Kearsarge* in her hull, sails, rigging, etc., during our late engagement with the rebel steamer *Alabama*, on the 19th instant. off this port:

IN HULL.

1 shot in starboard gangway, cut chain and bruised plank.
1 shell under waist gun, cut chain and exploded, cutting outside planking.
1 shell under starboard main channel, cut off chain plate, going through and exploding.
1 32-pounder solid shot entered forward of forward pivot port; shot lodged inside, crushing waterways.
1 100-pounder rifle shell lodged in sternpost.
1 shell through top of the engine house.
1 shell through port netting abreast main rigging.
1 shot and 2 shells through port netting forward of mizzen rigging.
1 shell through smokestack, exploding inside stack.
2 shots through taffrail.
1 shot through netting forward of mizzen rigging on starboard inside.

IN SAILS.

Spanker, badly torn by shell.

IN RIGGING.

Fore-topmast backstay cut away.
1 shroud in main rigging cut away.
1 screw in port main rigging.
Starboard maintopmast backstay cut away.
After shroud, starboard side of the maintopmast rigging.
Starboard swifter of mizzen rigging.
1 screw in port main rigging.
1 plate in starboard main channels.

BOATS.

Third cutter, 1 shot through bottom, starboard gunwale shot away.	Gig, badly shattered.

The spars all in good order.

Respectfully,

J. C. WALTON,
Boatswain.

J. S. THORNTON,
Lieutenant-Commander and Executive Officer.

Number of shot and shell struck the ship in various places, 28.

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U. S. S. KEARSARGE,
Cherbourg, June 20, 1864.

SIR: I respectfully submit the following report of the expenditure of ordnance stores on board of this ship during the engagement with the rebel steamer *Alabama* on the 19th instant:

55 15-pound service charges.	48 rifle percussion shell.
55 11-inch 5-second shell.	100 friction primers.
60 6-pound service charges.	240 percussion primers.
18 32-pound 5-second shell.	Fixed ammunition for boat howitzer:
42 32-pound solid shot.	9 shrapnel, Bormann fused.
48 2¼-pound service charges, rifle.	1 canister.

RECAPITULATION.

Duration of action	65 minutes.
Number of rounds:	
11-inch	55
32-pounder	60
30-pounder rifle	48
12-pound howitzer	10
Total rounds	173

Very respectfully,

FRANKLIN A. GRAHAM,
Gunner, U. S. S. Kearsarge.

JAS. S. THORNTON,
Lieutenant-Commander and Executive Officer.

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Abstract log of U. S. S. Kearsarge, Captain John A. Winslow, June 14 to 21, 1864.

June 14.—Steering in for Cherbourg Breakwater. Stopped the engine off the entrance (eastern) and sent a boat in to communicate with the American consul. Found the rebel privateer *Alabama* lying at anchor in the roads.

June 19.—Lying off and on off Cherbourg. Moderate breeze from the westward; weather, b. c. [blue sky, cloud]. At 10:20 a. m. discovered the *Alabama* steaming out of the port of Cherbourg, accompanied by a French ironclad steamer and a fore-and-aft rigged steamer, showing the white English ensign and a yacht flag. Beat to general quarters and cleared for action. Steamed ahead, standing offshore, being distant from the land about 2 leagues; altered our course and approached the *Alabama*. At 10:57 the *Alabama* commenced the action with her starboard broadside at 1,000 yards range. At 11 we returned her fire and

came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At 12:10 a boat, with an officer from the *Alabama*, came alongside and surrendered his vessel, with the information that she was rapidly sinking and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy. The English yacht, before mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 12:24 p. m. the *Alabama* went down in 40 fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats. Two pilot boats and the yacht also assisted. One pilot boat came alongside of us, but the other returned to the port. The English yacht steamed rapidly away to the northward without reporting the number of our prisoners that she had picked up. From meridian to 4 p. m. hoisted up our boats and three of the enemy's cutters. Repaired our rigging temporarily. Took a French pilot and steamed away for Cherbourg. At 3:10 let go the port anchor in 7 fathoms water. From 4 to 8 paroled and sent on shore 63 prisoners.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the number of prisoners received from the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, France, June 21, 1864.

SIR: I have the honor to report that the number of prisoners brought on board the *Kearsarge* belonging to the *Alabama* was 70—6 officers and 64 men; 1 officer (carpenter) and 2 men dying and 17 wounded are included in this number.

As we have very contracted accommodations for our own crew without increase, it became indispensable to send these prisoners on shore, and their parole was taken, with exception of the doctor, noncombatant, who was put on parole that he might attend to his wounded; the officers were held as prisoners of war.

I learn that 3 officers with 6 men were carried on shore at Cherbourg by pilot boats, but of the number who reached England in the *Deerhound* I have no reliable accounts.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Wheeler, U. S. Navy, commending the conduct of the division under his command in the action between the U. S. S. Kearsarge and the C. S. S. Alabama.

U. S. S. KEARSARGE,
Port of Cherbourg, June 22, 1864.

SIR: In obedience to your order I respectfully report that during the recent engagement with the *Alabama* the men of the first division, comprising the 11-inch forward pivot gun and rifle upon forecastle, without a single exception, displayed coolness and fortitude to a degree not

anticipated under the excitement of receiving an enemy's fire. Indeed, I can not sufficiently express my commendation of their performance of duty.

While I render to every man a praise so justly merited, I would make especial mention of James Haley, captain, John F. Bickford, first loader, Charles A. Read, first sponger, Edward Wilt, second sponger, of pivot gun, for their deliberation and coolness during the discharge of their respective duties.

The marine guard, stationed at the rifle gun openly exposed to the fire of the *Alabama*, showed great coolness and efficiency in the discharge of their respective duties.

I am, sir, very respectfully, your obedient servant,

JAMES R. WHEELER,
Acting Master of First Division, U. S. Navy.

Lieutenant-Commander JAMES S. THORNTON,
Executive Officer.

Report of Acting Master Stoddard, U. S. Navy, commending the conduct of the division under his command in the action between the U. S. S. Kearsarge and the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, June 22, 1864.

SIR: In obedience to your order I respectfully report that [in] an action like that of this ship and the *Alabama* it is almost impossible to mention any one where all performed their duties so faithfully and so satisfactorily, those serving the gun of the second division conducting themselves with as much coolness as though at general quarters firing at target.

William Smith, second quartermaster, captain of the 11-inch pivot gun of the second division; Charles Moore, seaman, and George Harrison, seaman, sponger and loader, deserve special notice for the deliberate and cool manner in which they performed their duties.

Respectfully, etc.,

E. M. STODDARD,
Acting Master, U. S. Navy.

Lieutenant-Commander THORNTON,
U. S. S. Kearsarge.

P. S.—It is stated by rebel officers that the pivot gun of second division was more destructive and did more damage than any other gun of this ship.

Report of Acting Master Sumner, U. S. Navy, commending the conduct of the division under his command in the action between the U. S. S. Kearsarge and the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, June 20, 1864.

SIR: In obedience to your desire I beg leave to submit my report of the conduct of the men of the third division, under my command, in the recent action with the rebel steamer *Alabama*. During the whole action entire steadiness of conduct prevailed among the men, and no one man could be distinguished from another in courage or fortitude. But among those showing still higher qualifications I am pleased to name

Thomas Perry (boatswain's mate) and John Hayes (coxswain), first and second captains of No. 2 gun; George E. Read, first loader of same gun; also Robert Strahan (captain top), first captain of No. 1 gun; James H. Lee, sponger, and Joachim Pease (colored seaman), loader of same gun. The conduct of the latter in battle fully sustained his reputation as one of the best men in the ship.

I am, sir, very respectfully, your obedient servant,

D. H. SUMNER,
Acting Master.

JAMES S. THORNTON,
Lieutenant-Commander and Executive Officer, U. S. S Kearsarge.

Report of Midshipman Preble, U. S. Navy, commending the conduct of the division under his command in the action between the U. S. S. Kearsarge and the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, France, June 22, 1864.

SIR: In the late engagement between this ship and the *Alabama*, I would call to your notice the cool and effective manner in which the crew of the master's division conducted themselves during the action. As no acts of personal prowess were called for, those men who were especially noticed for their courage, coolness, and ability in their different positions I will recommend to receive such reward as may be awarded by the Government.

Henry Cook (captain of afterguard) and Charles Butt (quartermaster) fought the 12-pound howitzer with much spirit, and delivered shrapnel to the enemy with great rapidity.

James Saunders (signal quartermaster) was prompt in reporting damages done to ourselves and to the enemy.

William B. Poole (quartermaster), stationed at the helm, steered the ship during the engagement in a cool and most creditable manner.

Very respectfully, your obedient servant,

EDWARD E. PREBLE,
Midshipman, Acting Master.

Captain JOHN A. WINSLOW.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, requesting that action of the Department be annulled in the case of certain officers of that vessel.

U. S. S. KEARSARGE,
Cherbourg, France, June 22, 1864.

SIR: I have the honor to state that a letter, reporting Acting Master D. H. Sumner for refusal to perform duty, was dispatched to the Department on the 23d ultimo. This was accompanied with applications from the acting masters for a leave of absence.

In these communications it became necessary under the circular instructions to comment upon, for elucidation. I have now to inform the Department that when the action between the *Alabama* and this vessel was imminent Mr. Sumner volunteered for duty, and I could not under the circumstances refuse to accept an offer which afforded him the opportunity of redeeming his position. Mr. Sumner performed his duty in a creditable manner, and Mr. Wheeler fully regained the estimation I had had of him at the early part of the cruise.

I am convinced that these gentlemen, restive from the effects of the hard labor and exposure of a cruise in the English Channel through a long winter, forgot for a moment the demand of their country.

They have now reinstated themselves by their conduct, and I should be pleased, if any action has been taken by the Department in their cases, to have it annulled.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, forwarding the names of those of the crew of that vessel especially commended for their conduct in the action of June 19.

U. S. S. KEARSARGE,
Cherbourg, France, June 25, 1864.

SIR: I have the honor to enclose a list of the names of the men who, during the engagement of the *Alabama* and *Kearsarge*, exhibited marked coolness and good conduct, and of such as have been recommended by the divisional commanders as deserving special reference to.

It affords me pleasure to report that William Smith, quartermaster, was captain of the 11-inch gun, which, according to the rebel accounts, did such execution that a reward was offered by Captain Semmes to silence his gun. Smith is well worthy, both from education and otherwise, to the appointment of a master's mate.

John F. Bickford, who, during the engagement and from long example and good conduct, and also education, is entitled to this reward.

Both of these men are so highly spoken of by the officers that it is but their due that my report should refer in a special manner to them.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I omitted to state that the carpenter's mate of this vessel, Mark G. Ham, of Portsmouth, is most particularly recommended for promotion by the executive officer. He is, in my opinion, fully entitled to it from his conduct in the action, but not more than from his faithful and ever-willing performance of duty during the cruise.

[Enclosure.]

James Haley, captain forecastle.
John F. Bickford, captain top.
Charles A. Read, coxswain.
William Smith, quartermaster.
William Bond, boatswain's mate.
Charles Moore, seaman.
George [H.] Harrison, seaman.
Thomas Perry, boatswain's mate.
John Hayes, coxswain.
George E. Read, seaman.
Robert Strahan, captain top.
James H. Lee, seaman.
Joachim Pease (colored), seaman.
William B. Poole, quartermaster.
Michael Ahern, paymaster's steward.
Mark G. Ham, carpenter's mate.

Report of Surgeon Browne, U. S. Navy, U. S. S. Kearsarge, regarding the treatment of those wounded in the engagement between that vessel and the C. S. S. Alabama.

U. S. S. KEARSARGE,
Deal Roads, England, July 23, 1864.

DEAR SIR: I deem it appropriate to acquaint you with certain details appertaining to the engagement, and its results, between this vessel and the *Alabama*.

The guns' crews were instructed in the application of tourniquets made for the occasion, and an ample supply furnished each division; cots for the transportation of the wounded were in convenient positions; yet neither were brought into use. This has explanation from the fact that the wounded refused assistance from their comrades, concealing the severity of injury, and one (Gowin, ordinary seaman) dragged himself from the after pivot gun to the fore hatch, unwilling to take anyone from his station. While I should ever make similar preparations on the eve of a contest, the example of the one in question would teach me that, under the excitement of battle, little reliance could be placed upon the fulfillment of my instructions. This vessel is exceedingly deficient in provision of conveniences for wounded men; there is no appropriate place for the performance of operations.

Acting upon my recommendation, Lieutenant-Commander Thornton, executive officer, caused the forehold to be arranged for the accommodation of six wounded, after the application of temporary dressings, that they might have immunity from the exposure subjected to while upon the berth deck.

The action continued for eighteen minutes without casualties. Then a 68-pound Blakely shell passed through the starboard bulwarks below main rigging, exploded upon the quarter-deck, and wounded three of the crew of the pivot gun. One, William Gowin, ordinary seaman, received a compound fracture of left femur at lower and middle third, and tibia and fibula, upper third, complicating the knee joint. No fragments of shell were found in the wounds. The hemorrhage was profuse, chiefly venous. Suitable dressings and stimulants were employed.

Another, John W. Dempsey, quarter gunner, had compound comminuted fracture of right arm, lower third, and elbow, the forearm being completely lacerated—a shapeless mass. Arrangements were made for amputation before the close of the action, but its unexpected cessation caused the performance immediately after. Chloroform was administered, with happy results. The arm was amputated at the middle third, upper border.

The third, James Macbeth, ordinary seaman, received a compound fracture of left tibia, upper third. No pieces of shell were found in the wound.

The above comprises the total casualties. It is certainly surprising that the percentage should have been so small, considering the exposure and number of shots received. Probably no future similar combat will occasion like results. Shell were bursting over this vessel from the commencement to the termination of the fight, and a few of the ship's company were knocked down by the concussion derived from a passing projectile.

Owing to the system of unshipping bulwarks at pivot guns, a considerable space is thereby exempt from the danger arising from splinters. The *Kearsarge* fired 173 shots, the *Alabama* about twice that number, her firing being rapid and nearly incessant up to the period of the striking of colors. The carnage on board the latter is reported terrific;

many of her crew were literally torn in pieces by an 11-inch shell; others were much mutilated by splinters. By a merciful Providence our ship's company were spared such appalling accidents.

The wounded of the *Alabama* were brought on board for treatment. Those whose names and nature of injury were noted are borne upon a list appended to the quarterly report. Others, with injuries less severe, were treated and subsequently went on shore with the uninjured paroled crew.

Assistant Surgeon Dr. A. [David H.?] Llewellyn was drowned. The surgeon, F. L. Galt (acting paymaster), introduced himself while I was engaged in the amputation and proffered his assistance. I requested he would assist in attending to the wounded of his vessel, but as he was prostrated by excitement and fatigue, and had received certain contusions, he was inadequate for the duty. I sent him to my room, and without other professional aid attended to all the injured. Surgeon Galt was paroled the same evening.

Upon the arrival of the *Kearsarge* at Cherbourg, owing to the number of wounded and the want of proper accommodation on board, all were transferred to the Hospital de la Marine, by permission of the admiral commanding the department. It is extremely fortunate that such facilities were afforded to the injured; every care and attention were bestowed upon the unfortunates. The skill and benevolence displayed by Monsieur Dufam, surgeon-in-chief, and Monsieur Aubin, surgeon of second class and provost of the hospital, claim especial commendation. I am pleased to report that his Excellency Mr. Dayton has made a proper representation of the valuable services rendered by these gentlemen to the minister of the marine at Paris and to the Department of State at Washington.

I have previously reported the death of the brave Gowin. Hopes were reasonably entertained that his recovery would occur, but, anæmic from hemorrhage and debilitated by previous attacks of malarial fevers, little vital power remained; phlebitis supervened, soon succeeded by death. Gowin was brought with a smile upon his face, although suffering acutely from his injury. He said, "It is all right and I am satisfied, for we are whipping the *Alabama*," adding, "I willingly will lose my leg or life if it is necessary." During the progress of the action he comforted his suffering comrades by assuring them that "Victory is ours!" Whenever the guns' crews cheered at the successful effect of their shot, Gowin would wave his hand over his head and join in the shout. In the hospital he was calmly resigned to his fate, repeating again and again his willingness to die, since his ship had won a glorious victory.

His patience and cheerfulness during intense suffering and his happy resignation attracted general notice, enlisted sympathies for his recovery, and occasioned sincere regrets for his decease. To record the gallant conduct of this noble sailor is to me a gratification and my apology for mentioning these minor incidents. His shipmates will erect a proper monument to his memory at Cherbourg.

I have in my possession a sum of money given by the resident Americans in Paris for a like memorial in his native town in Michigan.

The coolness and fortitude displayed by our crew and the precision of the firing were remarkable. One was almost compelled to regard their conduct as that witnessed at the ordinary target practice. In the hour of victory they were generous, refraining from exultation in the presence of the captives and bestowing upon them every attention necessary for their comfort. I send by mail a pamphlet descriptive of

the engagement, written by Mr. Edge, an Englishman. It is the best account yet published, being composed from data furnished by the officers of the *Kearsarge*, although a few inaccuracies exist.

Captain Winslow desires me to present his regards.

I remain, dear sir, very truly, yours,

JOHN M. BROWNE,

Surgeon W. WHELAN,
Chief of Bureau of Medicine and Surgery, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the death of William Gowin, seaman, of that vessel.

U. S. S. KEARSARGE,
Cherbourg, France, July 5, 1864.

SIR: I have the honor to enclose the certificate of death of William Gowin, one of the wounded in the late action of this ship with the *Alabama*. He was a brave and gallant sailor, and by his cheerfulness when suffering under a most excruciating wound afforded a most encouraging example.

When the cheer was heard on the surrender of the *Alabama* he insisted that the doctor should go up and join, saying he would be willing to bear a dozen such wounds to hear that cheer.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, transmitting list of paroled prisoners from the C. S. S. Alabama.

U. S. S. KEARSARGE,
Cherbourg, France, July 5, 1864.

SIR: I have the honor to enclose herewith a list comprising the names of prisoners from [the] *Alabama* landed at Cherbourg under parole not to serve against the United States.

The *Alabama* brought into Cherbourg a crew of 149 in number, all told.

It is supposed that she received an addition, as several officers and others were arrested by the police of Cherbourg endeavoring to evade the laws by joining her.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. KEARSARGE,
Port of Cherbourg, France, June 19, 1864.

We, the seamen and others lately belonging to the steamer *Alabama*, and captured in the action between that vessel and the U. S. S. *Kearsarge* off this port on the 19th day of June, 1864, now prisoners of war,

do hereby solemnly pledge our sacred word of honor not to engage in arms against or otherwise employ ourselves against the interest of the Government of the United States of America until we shall be regularly exchanged.

[*Signatures.*]—William Clarke, seaman; Wm. McKenzie, coxswain; Jas. Broderick, coxswain; Wm. Fonestall, quartermaster; Jno. Emery, ordinary seaman; Wm. Wilson, coxswain; Edwd. Rawes, master at arms; Henry Tucker, officers' cook; David Leggett, seaman; Jno. Russell, seaman; Frank Cunian, first-class fireman; Henry Godson, ordinary seaman; Samuel Henry, seaman; Jno. Horrigan, first-class fireman; Edgar Tripp, ordinary seaman; David Williams, ordinary seaman; Richard Parkinson, officers' steward; Wm. Barnes, quarter gunner; Geo. Freemantle, quartermaster; Thos. Brandon, ordinary seaman; Henry Hestake, ordinary seaman; Thos. Watson, ordinary seaman; Jno. Johnson, ordinary seaman; John Smith, seaman; Henry McCoy, seaman; Thos. Parker, boy; Jas. Ochure, seaman; Edwd. Burrell, seaman; James Higgs, seaman; Patk. Bradley, fireman; Match Madick, ordinary seaman; William Miller, ordinary seaman; Jno. Benson, coal heaver; Joseph Puison, coal heaver; James Maguire, coal heaver; Jno. Casen, seaman; Henry Higgin, seaman; Frank Hamnas, seaman; Nicholas Adams, landsman; Michael Shields, seaman; Peter Laperty, second-class fireman; Geo. Conroy, ordinary seaman; David Thurston, seaman; Richd. Evans, ordinary seaman; Thos. Potter, second-class fireman; John Wilson, boy; Jas. Clemens, yeoman; Geo. Peasey, seaman; John Riley, fireman; Henry Yates, seaman; James Wilson, boy.

In presence of J. Adams Smith, paymaster, U. S. Navy; Jno. M. Browne, surgeon, U. S. Navy.

U. S. S. KEARSARGE,
Port of Cherbourg, France, June 19, 1864.

We, the wounded prisoners of war, late seamen and others on board the *Alabama*, captured in the action off Cherbourg by the U. S. S. *Kearsarge* on the 19th of June, 1864, do solemnly affirm upon our sacred word of honor that we will not bear arms against or otherwise operate against the interest of the Government of the United States in any manner whatsoever until we shall have been regularly exchanged

Names.—Thos. (his x mark) Winter, second-class fireman; Jacob (his x mark) Verbor, seaman; Jno. (his x mark) Neat, seaman; Robt. (his x mark) Wright, captain maintop; Wm. (his x mark) McGinley, coxswain; William (his x mark) Maguire, captain foretop; Martin (his x mark) King, first-class fireman; Samuel (his x mark) Williams, first-class fireman; Peter (his x mark) Hughes, boatswain's mate; Robt. (his x mark) Devine, ordinary seaman.

Witnesses.—J. Adams Smith, paymaster; Jno. M. Browne, surgeon.

Letter from the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, expressing the thanks of the Department to the officers and crew of that vessel.

NAVY DEPARTMENT, *July 6, 1864.*

SIR: Your very brief dispatches of the 19th and 20th ultimo, informing the Department that the piratical craft *Alabama*, or *290*, had been sunk on the 19th June, near meridian, by the *Kearsarge*, under your command, were this day received. I congratulate you on your good for-

tune in meeting the *Alabama*, which had so long avoided the fastest ships and some of the most vigilant and intelligent officers of the service, and for the ability displayed in the contest you have the thanks of the Department.

You will please express to the officers and crew of the *Kearsarge* the satisfaction of the Government at this victory over a vessel superior in tonnage, superior in the number of guns, and superior in the number of her crew. The battle was so brief, the victory so decisive, and the comparative results so striking that the country will be reminded of the brilliant actions of our infant Navy, which have been repeated and illustrated in this engagement.

The *Alabama* represented the best maritime effort of the most skilled English workshops. Her battery was composed of the well-tried 32-pounders of 57 hundredweight, of the 68-pounder of the British navy, and of the only successful rifled 100-pounder yet produced in England. The crew were generally recruited in Great Britain, and many of them received superior training on board her Majesty's gunnery ship the *Excellent*.

The *Kearsarge* is one of the first gunboats built at our navy yards at the commencement of the rebellion, and lacks the improvements of vessels now under construction. The principal guns composing her battery had never been previously tried in an exclusively naval engagement, yet in one hour you succeeded in sinking your antagonist, thus fitly ending her predatory career, and killed many of her crew, without injury to the *Kearsarge* or the loss of a single life on your vessel.

Our countrymen have reason to be satisfied that in this, as in every naval action of this uphappy war, neither the ships, the guns, nor the crews have deteriorated, but that they maintain the ability and continue the renown which have ever adorned our naval annals.

The President has signified his intention to recommend that you receive a vote of thanks, in order that you may be advanced to the grade of commodore. Lieutenant-Commander James S. Thornton, the executive officer of the *Kearsarge*, will be recommended to the Senate for advancement ten numbers in his grade, and you will report to the Department the names of any others of the officers or crew whose good conduct on the occasion entitles them to especial mention.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.

Letter from the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, requesting supplemental report of the engagement of June 19.

NAVY DEPARTMENT, *July 7, 1864.*

SIR: I enclose herewith extracts* from regulations respecting the duties of commanding officers, and suggest the importance of your making a supplemental report of the action between the *Kearsarge* and the *Alabama*, embracing points mentioned in the extract. It is to be regretted that your reports of an action of so much interest and importance to the country should not have been more in detail. Full reports of all the circumstances would have been more gratifying to your countrymen and to the Department.

*Not found.

I would also remind you that no muster roll of the *Kearsarge* has been received at the Department since the departure of the vessel from the United States. It is especially important now, in anticipation of legislation by Congress, that the Department should be in possession of a complete muster roll of the *Kearsarge* at the time of her engagement with the *Alabama*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.

Order of the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to forward to the Department muster roll of that vessel.

NAVY DEPARTMENT, *July 8, 1864.*

SIR: The Department will recommend to Congress to appropriate for distribution on board the *Kearsarge* the value of the *Alabama*, and you will please send a muster roll of your ship and all the information you can obtain as to the armament of the *Alabama* and her complement of officers and men.

You do not inform the Department of the circumstances under which the yacht *Deerhound* was permitted to act as a tender to the *Alabama* and carry off, under your guns, the pirate captain and his first lieutenant and many of his crew. I notice by the last mail from England that it is reported you have paroled the foreign pirates captured on board the *Alabama*. I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the *St. Louis* or brought here by yourself.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain JOHN A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.

Letter from the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding his action in the matter of the survivors from the C. S. S. Alabama.

NAVY DEPARTMENT, *July 12, 1864.*

SIR: Your dispatch of the 21st ultimo is received, stating your efforts to save the lives of the survivors of the *Alabama* after the battle of the 19th of June, and after the formal surrender and destruction of that vessel. Your efforts in the cause of humanity in striving to rescue these men, most of them aliens, who have, under their ignoble leader, himself a deserter from our service and a traitor to our flag, been for nearly two years making piratical war on unarmed merchantmen, are rightly appreciated. It is to be regretted that the confidence and generous sympathy which you exercised, and which would actuate all honorable minds under similar circumstances, should have been so requited and abused by the persons on board the *Deerhound*, an English vessel of the Royal Yacht Squadron. That the wretched commander of the sunken corsair should have resorted to any dishonorable means to escape after his surrender; that he should have thrown overboard

the sword that was no longer his; that before encountering an armed antagonist the mercenary rover should have removed the chronometers and other plunder stolen from peaceful commerce, are not matters of surprise, for each act is characteristic of one who has been false to his country and flag. You could not have expected, however, that gentlemen, or those claiming to be gentlemen, would on such an occasion act in bad faith, and that having been called upon or permitted to assist in rescuing persons or property which had been surrendered to you, would run away with either. It is now evident that your confidence in the *Deerhound* and the persons connected with her was misplaced. The Department commends your efforts to save the lives of drowning men, although they had been engaged in robbing and destroying the property of those who had never injured them.

In paroling the prisoners, however, you committed a grave error. The *Alabama* was an English-built vessel, armed and manned by Englishmen; has never had any other than an English register; has never sailed under any recognized national flag since she left the shores of England; has never visited any port of North America, and her career of devastation since she went forth from England is one that does not entitle those of her crew who were captured to be paroled. This Department expressly disavows that act. Extreme caution must be exercised that we in no way change the character of this English-built and English-manned, if not English-owned, vessel, or relieve those who may be implicated in sending forth this robber upon the seas from any responsibilty to which they may be liable for the outrages she has committed.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain JNO. A. WINSLOW, U. S. Navy,
Commanding U. S. S. Kearsarge, Cherbourg, France.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the paroling of Lieutenant Joseph D. Wilson, C. S. Navy, and transmitting communications on the subject.

U. S. S. KEARSARGE,
Off Dover, July 15, 1864.

SIR: I have the honor to enclose herewith copies of two communications.

On receipt of the letter of Mr. Adams, and deeming the circumstances warranted it, I paroled Mr. Wilson, handing to him the note, a copy of which is forwarded.

I am, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

LONDON, *July 13, 1864.*

MY DEAR SIR: Mr. Wilson, one of the persons taken at the time of the action with the *Alabama*, and now a prisoner on parole in your ship, has called to see me to ask a word from me to you in favor of giving him his liberty on parole.

I decline to assume any authority with you in regard to the disposition you think proper to make of your prisoners. At the same time, I

have reason to suppose that this young gentleman has acted honorably in this business by recognizing his obligations, and therefore I should regret that he should experience no more liberal treatment in return than one who disregarded them would deserve.

Under these circumstances, if in your judgment this case, for any reason of the health of the person or any other good cause, is one in which you can make an exception, having a reliance on the honor of the individual, that he will take no improper advantage of it, I will very cheerfully concur in your opinion and approve your act.

I am, very truly, yours,

C. F. ADAMS.

[*Envoy Extraordinary and Minister Plenipotentiary.*]

[Captain JNO. A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.]

[Endorsement.]

Notify General Butler of this.

[WELLES.]

U. S. S. KEARSARGE,
Off Dover, July 14, 1864.

The conduct of Joseph D. Wilson, late lieutenant on board the *Alabama*, has been so honorable, first, in presenting himself on board the *Kearsarge* and surrendering himself when it was in his power to have gone on board the *Deerhound* and gained his liberty in the dishonorable manner which others had taken, and again, in his repudiation of the means pursued by those who obtained their liberty in this way, and his deportment while a prisoner having been of the same honorable standard, at the instance of Mr. Adams, minister of the United States at the court of St. James, I have paroled the said Wilson; and feeling a full confidence and trust in his word and honor, I recommend that all privileges which can be given a prisoner of war should be extended to him, believing fully he will never violate any obligation which he pledges himself to fulfill.

JNO. A. WINSLOW,
Captain.

[Lieutenant J. D. WILSON, C. S. Navy.]

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, forwarding muster roll of that vessel.

U. S. S. KEARSARGE,
English Channel, July 29, 1864.

SIR: I have the honor to enclose herewith the muster roll of the *Kearsarge*, comprising the names of the officers and crew at the time of the action with the *Alabama*.

The letter of the Department states that no muster roll of this vessel has been received since her departure from the United States. I would beg leave to say that a regular quarterly pay and muster roll has been forwarded to the Fourth Auditor at the end of each quarter, and a muster roll was dispatched immediately following the action.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Muster roll of officers and crew of U. S. S. Kearsarge, June 19, 1864, in engagement with Alabama.

OFFICERS.

John A. Winslow, captain.
James S. Thornton, lieutenant-commander.
James R. Wheeler, acting master.
Eben M. Stoddard, acting master.
David H. Sumner, acting master.
Charles H. Danforth, acting master's mate.
Ezra Bartlett, acting master's mate.
William H. Yeaton, acting master's mate.
Edward E. Preble, midshipman.
John M. Browne, surgeon.
J. Adams Smith, paymaster.
William H. Cushman, chief engineer.
William H. Badlam, second assistant engineer.
Fred. L. Miller, third assistant engineer.
Henry McConnell, third assistant engineer.
Sidney L. Smith, third assistant engineer.
James C. Walton, boatswain.
Franklin A. Graham, gunner.
Seth E. Hartwell, captain's clerk.

[Officers, 19; crew, 144].

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving the crew and armament of the C. S. S. Alabama.

U. S. S. KEARSARGE,
English Channel, July 30, 1864.

SIR: The dispatch of the Department of the 8th instant, calling for information of the *Alabama's* armament and complement of officers and men, and also of the proceedings of the *Deerhound*, has been received.

I have the honor to inform the Department that, according to a memorandum handed to me by American captains who were prisoners in the *Alabama*, that she carried into Cherbourg a crew (officers and men) of either 147 or 149; but what number joined her there I have no means of ascertaining. Several persons were prevented by the police at Cherbourg from going on board, but it appears that Mr. Sinclair (lieutenant) was one of those who succeeded in joining her.

The rebel officers state their crew (officers and men) to have been about 150. I have no means of either falsifying or verifying these statements, but the American captains who were prisoners report that 13 men had been left at one port, and 4 at another, before the arrival of the vessel at Cherbourg, and her complement, therefore, when filled, was about 170 all told. The statement of some of the prisoners is that a number of men came on board at Cherbourg, and the night before the action that boats were going to and from the *Alabama* to the *Deerhound*, and in the morning of the action they saw strange men who were made captains of guns, who were supposed to be naval-reserve men, brought in the *Deerhound*.

In my dispatch of the 19th ultimo I informed the Department that the battery of the *Alabama* consisted of one 100-pounder rifled pivot, one heavy 68-pounder (9,000 pounds), and six 32-pounder guns.

My dispatch of the 21st ultimo informed the Department of the proceedings of the *Deerhound* yacht, her gradual edging to leeward, leading us to suppose she was seeking men who were drifting in the current, and then taking advantage of the hazy weather to make off while our boats were out, busy in rescuing the larger part of the prisoners, who were struggling in the water.

It was my mistake at the moment that I could not recognize an enemy who, under the garb of a friend, was affording assistance.

I am, sir, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES.
Secretary of the Navy, Washington, D. C.

P. S.—[100-pounder above mentioned since found to be a 110-pounder.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving his reasons for paroling the prisoners from the C. S. S. Alabama.

U. S. S. KEARSARGE,
English Channel, July 30, 1864.

SIR: The latter part of the dispatch of the Department of the 8th instant refers to the parole of the prisoners in these words:

It is reported you have paroled the foreign pirates captured on board the *Alabama*. I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the *St. Louis* or brought here by yourself.

I beg the Department will consider the circumstances in which this vessel was placed at the termination of the action with the *Alabama*. The berth deck, contracted as it is, with insufficient stowage for our own men, was covered with bedding of the wounded; the quarter-deck was similarly crowded, and the forward part of the ship on the spar deck was filled with prisoners under guard. The ship was damaged both in rigging and hull; a shot had entered the sternpost, raising the transom frame and binding the rudder so hard as to require four men at the helm. It was therefore important that an examination should be made of the damages sustained. On our arrival at Cherbourg I received information from our consul at London that the *Florida* was in the channel on the French coast, and at the same time information came that the *Yeddo* was out, and the *Rappahannock* was expected to follow, and in addition to this, that the *St. Louis* had sailed for Madeira. The *Kearsarge* had been acting alone and independently for the last nine months, and I was not aware that any of our cruisers had been ordered in the [English] Channel. It became, therefore, to my mind, of the utmost importance that the *Kearsarge* should at once be put in a state to meet these vessels and protect our commerce. This could not be done with prisoners on board equaling the half of our crew, and the room occupied by the wounded taken to the exclusion of our own men; to have kept them would have required a quarter watch as guards, and the ship would have been wholly ineffective as a man-of-war to meet this emergency which threatened.

Under these circumstances, and without an American vessel in port by which any arrangement could be made for transshipping the prisoners outside, I felt it my duty to parole them.

A report appeared in the papers that the prisoners were paroled contrary to Mr. Dayton's instructions; this is erroneous. Communication was had with Mr. Dayton on the subject of the officers, and after these men were paroled.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Supplementary report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the engagement between that vessel and the C. S. S. Alabama.

U. S. S. KEARSARGE,
English Channel, July 30, 1864.

SIR: In obedience to instructions of the Department I have the honor to make the following supplementary report of the action between the *Kearsarge* and *Alabama:* On the morning of the 19th ultimo, the day being fine, with a hazy atmosphere, wind moderate from the westward, with little sea, the position of the *Kearsarge* at 10 o'clock was near the buoy which marks the line of shoals to the eastward of Cherbourg, and distant about 3 miles from the eastern entrance, which bore to the southward and westward. At 10:20 o'clock the *Alabama* was descried coming out of the western entrance, accompanied by the *Couronne* (ironclad). I had, in an interview with the admiral at Cherbourg, assured him that in the event of an action occurring with the *Alabama* the position of the ships should be so far offshore that no question could be advanced about the line of jurisdiction. Accordingly, to perfect this object, and with the double purpose of drawing the *Alabama* so far offshore that if disabled she could not return, I directed the ship's head seaward, and cleared for action with the battery pivoted to starboard. Having attained a point about 7 miles from the shore, the head of the *Kearsarge* was turned short round and the ship steered directly for the *Alabama*, my purpose being to run her down, or, if circumstances did not warrant it, to close in with her. Hardly had the *Kearsarge* come round before the *Alabama* sheered, presented her starboard battery, and slowed her engines. On approaching her, at long range of about a mile, she opened her full broadside, the shot cutting some of our rigging and going over and alongside of us. Immediately I ordered more speed, but in two minutes the *Alabama* had loaded and again fired another broadside, and following it with a third, without damaging us except in rigging. We had now arrived within about 900 yards of her, and I was apprehensive that another broadside, nearly raking as it was, would prove disastrous. Accordingly, I ordered the *Kearsarge* sheered, and opened on the *Alabama.* The position of the vessels was now broadside and broadside, but it was soon apparent that Captain Semmes did not seek close action. I became then fearful, lest after some fighting he would again make for the shore. To defeat this, I determined to keep full speed on, and with a port helm to run under the stern of the *Alabama* and rake, if he did not prevent it by sheering and keeping his broadside to us. He adopted this mode as a preventive, and as a consequence the *Alabama* was forced with a full head of steam into a circular track during the engagement.

The effect of this maneuver was such that at the last of the action, when the *Alabama* would have made off, she was near 5 miles from the shore, and had the action continued from the first in parallel lines, with her head inshore, the line of jurisdiction would no doubt have been reached. The firing of the *Alabama* from the first was rapid and wild. Toward the close of the action her firing became better. Our men, who had been cautioned against rapid firing without direct aim, were much more deliberate, and the instructions given to point the heavy guns below rather than above the water line and clear the deck with the lighter ones was fully observed. I had endeavored with a port helm to close in with the *Alabama*, but it was not until just before the close of the action that we were in position to use grape. This was avoided, how-

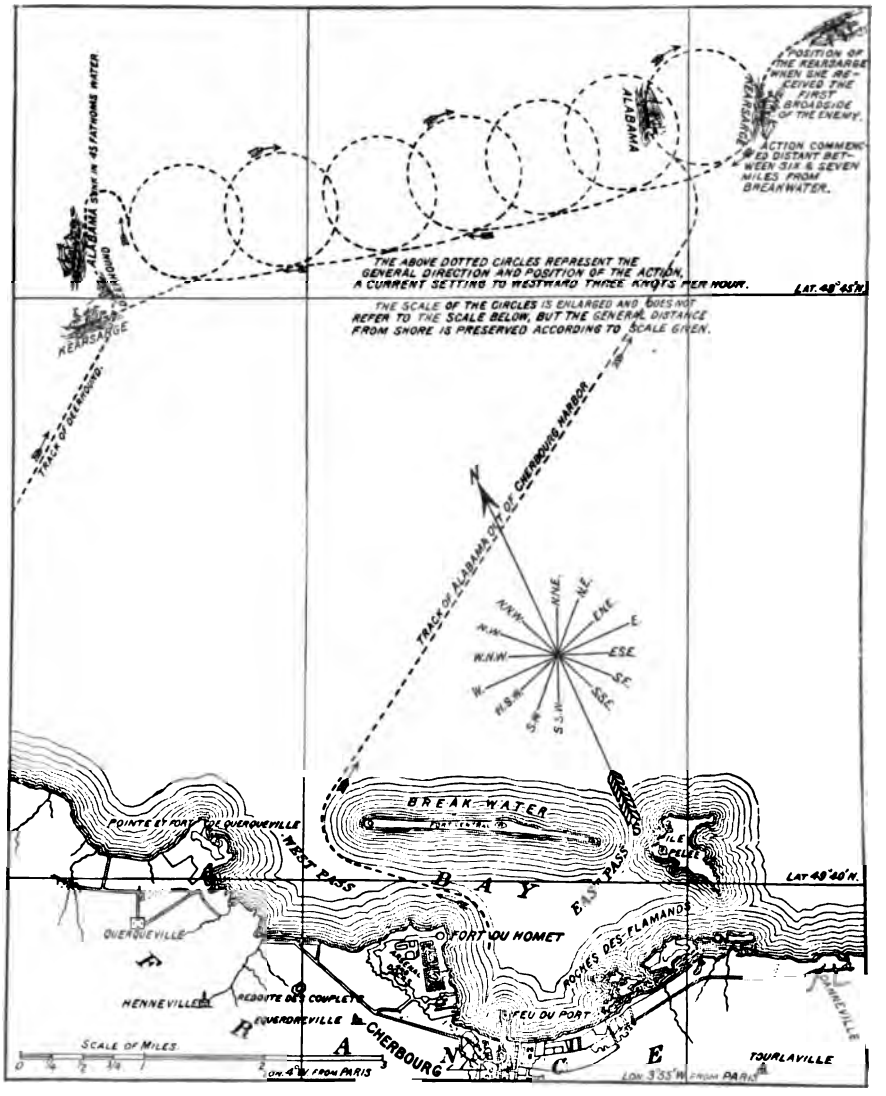
ever, by her surrender. The effect of the training of our men was evident. Nearly every shot from our guns was telling fearfully on the *Alabama*, and on the seventh rotation on the circular track she winded, setting fore-trysail and two jibs, with head inshore. Her speed was now retarded, and, by winding, her port broadside was presented to us, with only two guns bearing, not having been able, as I learned afterwards, to shift over but one. I saw now that she was at our mercy, and a few more guns, well directed, brought down her flag. I was unable to ascertain whether they had been hauled down or shot away, but a white flag having been displayed over the stern, our fire was reserved. Two minutes had not more than elapsed before she again opened on us with the two guns on the port side. This drew our fire again, and the *Kearsarge* was immediately steamed ahead, and laid across her bows for raking. The white flag was still flying, and our fire was again reserved. Shortly after this her boats were seen to be lowering, and an officer in one of them came alongside and informed us that the ship had surrendered and was fast sinking. In twenty minutes from this time the *Alabama* went down, her mainmast, which had been shot, breaking near the head as she sank, and her bow rising high out of the water as her stern rapidly settled.

The fire of the *Alabama*, although it is stated that she discharged 370 or more shell and shot, was not of serious damage to the *Kearsarge*. Some thirteen or fourteen of these had taken effect in and about the hull, and sixteen or seventeen about the masts and rigging. The casualties were small, only three persons having been wounded; yet it is a matter of surprise that so few were injured, considering the number of projectiles that came aboard. Two shot passed through the ports in which the 32's were placed, with men thickly stationed around them, one taking effect in the hammock netting and the other going through the port on the opposite side; yet no one was hit, the captain of one of the guns being only knocked down by the wind of the shot, as supposed. The fire of the *Kearsarge*, although only 173 projectiles had been discharged, according to the prisoners' accounts was terrific. One shot alone had killed and wounded eighteen men and disabled the gun; another had entered the coal bunkers, exploding, and completely blocked up the engine room, and Captain Semmes states that shot and shell had taken effect in the sides of the vessel, tearing large holes by explosion, and his men were everywhere knocked down.

Of the casualties in the *Alabama* no correct account can be given. One hundred and fifteen persons reached the shore, either in England or France, after the action. It is known that the *Alabama* carried a crew (officers and men) of about 150 into Cherbourg, and that while in the Southern Ocean her complement was about 170; but desertions had reduced this complement. The prisoners state that a number of men came on board at Cherbourg, and the night before the action boats were going to and fro, and in the morning strange men were seen who were stationed as captains of the guns. Among these there was one lieutenant (Sinclair), who joined her in Cherbourg.

The *Alabama* had been five days in preparation; she had taken in 350 tons of coal, which brought her down in the water. The *Kearsarge* had only 120 tons in, but as an offset to this, her sheet chains were stowed outside—stopped up and down as an additional preventive and protection to her more empty bunkers. The number of the crew of the *Kearsarge*, including officers and sick men, was 163 and her battery numbered seven guns—two 11-inch and one 30-pounder rifle, and four light 32-pounder guns.

[Enclosure.]


ALABAMA
KEARSARGE
POSITION OF THE KEARSARGE WHEN SHE RECEIVED THE FIRST BROADSIDE OF THE ENEMY.
ACTION COMMENCED DISTANT BETWEEN SIX & SEVEN MILES FROM BREAKWATER.
THE ABOVE DOTTED CIRCLES REPRESENT THE GENERAL DIRECTION AND POSITION OF THE ACTION, A CURRENT SETTING TO WESTWARD THREE KNOTS PER HOUR.
LAT. 49°45'N.
THE SCALE OF THE CIRCLES IS ENLARGED AND DOES NOT REFER TO THE SCALE BELOW, BUT THE GENERAL DISTANCE FROM SHORE IS PRESERVED ACCORDING TO SCALE GIVEN.
TRACK OF KEARSARGE
TRACK OF ALABAMA
N
N.N.E.
N.E.
E.N.E.
E.
E.S.E.
S.E.
S.S.E.
S.
S.S.W.
S.W.
W.S.W.
W.
W.N.W.
N.W.
N.N.W.
BREAK WATER
POINTE ET FORT DE QUERQUEVILLE
WEST PASS
EAST PASS
ILE PELEE
LAT. 49°40'N.
QUERQUEVILLE
FORT DU HOMET
ROCHES DES FLAMANDS
HENNEVILLE
REDOUTE DES COUPLETS
FEU DU PORT
CHERBOURG
TOURLAVILLE
SCALE OF MILES
LON. 4° W. FROM PARIS
LON. 3°53'W. FROM PARIS

The battery of the *Alabama* numbered eight guns—one heavy 68, of 9,000 pounds, one 110-pounder rifle, and six heavy 32-pounder guns. In the engagement the *Alabama* fought seven guns and the *Kearsarge* five, both exercising her starboard battery until the *Alabama* winded, using then her port side with one gun, and another shifted over.

The collateral events connected with this action have already been laid before the Department. I enclose a diagram, showing the track which was described during the engagement, by the rotary course of the vessels.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, commending the conduct of certain officers of that vessel.

U. S. S. KEARSARGE,
English Channel, July 30, 1864.

SIR: The Department having given instructions by letter of the 7th instant to report in cases of officers or men who, for conduct in the action of the *Kearsarge* and *Alabama*, were deserving of special mention, I beg leave to reply that in the report of the executive officer, which was fully endorsed by me, immediate attention was devoted to this subject, and the names of such officers and men were indicated as were deserving of merit by special mention.

The divisions commanded by Acting Masters James R. Wheeler, Eben. M. Stoddard, and David H. Sumner were all well served, the officers in command setting an example of coolness and zeal worthy of commendation. And I beg to refer particularly to the services of Acting Master James R. Wheeler, who, in connection with the action, has been otherwise active in command of the *Annette*, and on other duty in the [English] Channel during the past severe winter; and his efficiency as an officer being of the highest standard, I deem a special mention in his case should be made.

I would also refer again to Acting Master's Mates Charles H. Danforth and Ezra Bartlett. Both of these gentlemen, for services rendered in the action, for ability, and for unexceptional good conduct during the cruise are deserving of reward.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of commandant navy yard, Boston, regarding the sternpost of U. S. S. Kearsarge.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, January 28, 1865.

SIR: Understanding from Captain Winslow that the President desired the shell from the sternpost of the *Kearsarge*, I have had the sternpost

sawed off and the piece containing the shell has been boxed up and sent by the *Supply* to Norfolk, with a request to the commandant of the station that he would forward the box to you at the earliest opportunity.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from late Acting Master Sumner, U. S. Navy, U. S. S. Kearsarge, to the President of the United States, setting forth the neglect of the Government to reward the crew of that vessel.

FEBRUARY 23, 1865.

SIR: For nearly a year the *Kearsarge* alone watched three rebel cruisers in the [English] Channel, and notwithstanding the enemies of the country gave them every support, such was the watch kept that not one of them could inflict any piracies. She relieved three or four hundred American vessels, who took shelter for fear of the pirates, and although taunted everywhere by remarks that the *Alabama* would soon use her up, yet quietly awaited. The *Alabama* at length came, and she was sunk by her. The effect in Europe was astounding, and the country rose in the estimation and fear of every enemy. The rebel Government, however, rewarded their officers and men—promoted their captain to admiral, promoted the second officer to commander, with advancement to others and double pay to the men. Well, what has our Government done for the victors? Advanced the captain a few numbers, calling him commodore; advanced the second officer a few numbers, with nothing given to the other men and officers; and now the amount due them as prize money, according to the law of the land ever since we had a navy, is not appropriated. Had the crew been on blockade duty and filled their pockets, as those have done with no fighting, some excuse might be alleged; but they have never had a cent. Sailors have no friends; politicians get for relatives for doing nothing all the rewards, but those who serve the country faithfully go to the wall. Truly this may be called for the Government a small-potato business.

Respectfully,

D. H. SUMNER,
Late Acting Master in the Kearsarge.

The PRESIDENT OF THE UNITED STATES.

[Endorsement.]

D. H. Sumner, late acting master on board the *Kearsarge*, asks that something be done in the way of a reward to the men and officers on that ship for the destruction of the *Alabama*.

Respectfully referred by the President to the honorable the Secretary of the Navy.

JNO. G. NICOLAY,
Private Secretary.

FEBRUARY 23, 1865.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of change of plans in view of the destruction of the C. S. S. Alabama.

U. S. SLOOP OF WAR ST. LOUIS,
Cadiz, Spain, June 21, 1864.

SIR: We arrived here from Tangier on Friday, the 17th; were quarantined, and therefore unable to receive stores on board until yesterday.

We would have sailed to-day noon for Cherbourg but for the annexed telegram from Captain Winslow, revoking his previous order.

I shall now sail for the islands on the cruise I had previously intended.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.—Telegram.]

CHERBOURG, *June 20* [*1864*].

Keep *St. Louis* on station. *Alabama* destroyed.

WINSLOW.

Commander PREBLE.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of the cruise of that vessel in Brazilian waters.

U. S. SHIP ONWARD,
Pernambuco, June 21, 1864.

SIR: I have the honor to make the following report since my last letter to you: I remained in the port of Rio de Janeiro, by the order of the American minister, eighteen days, until the *Gracie* was nearly ready for sea. I then cruised off the port outside the jurisdiction of Brazilian waters two days. The *Gracie* evaded us by towing to Cape Frio in neutral waters, convoyed by an English gunboat. We then returned to port to make necessary repairs to our boats that had been injured by the heavy seas running and by the tugboat that had been sent to communicate with us by the American minister and consul. We then cruised to the northward twenty days and touched at Bahia to water ship and communicate with the consul and *Wachusett;* then cruised along the coast to the northward, looking in at Maroine [Maroim] and this port to send a mail and receive information which will be our guide for future movements.

I am sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, advising the continual presence of a United States cruiser at San Francisco.

U. S. FLAGSHIP LANCASTER,
Callao, June 23, 1864.

SIR: In a communication recently received from Commodore Poor, commanding the U. S. S. *Saranac,* he informs me that on the 12th May,

while lying at San Francisco, he received information from the master of a Dutch merchant ship that a suspicious vessel was cruising off the port; that a pilot boat was seen to communicate, when both vessels stood off to seaward and disappeared. It was supposed she was a rebel privateer and had captured the pilot boat. The *Saranac* was soon underway and stood to sea. She made a circuit of about 100 miles, speaking and examining many vessels, and learning that the pilot boat was safe, returned to her former anchorage.

I think it advisable to have at all times a cruising vessel at anchor at San Francisco for the purpose of going after suspicious vessels at a short notice. Although I do not apprehend that any of the rebel ships from the Atlantic will appear on this coast, yet it will prevent enterprises of this kind from being fitted out by disloyal persons and their friends, of whom there are many on the Pacific.

As I consider it my duty to remain with the flagship at Callao at the present crisis for the protection [of] large American interests, I feel more than usual the necessity of a larger force whenever the Department can spare it from important operations elsewhere.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, of the arrival of that vessel at the Brooklyn Navy Yard.

U. S. S. NEPTUNE,
Brooklyn Navy Yard, New York, June 24, 1864.

SIR: I have the honor to report my arrival in this port last evening at 8 p. m., six days from Cape Haitien, with the U. S. S. *Neptune*, under orders of Acting Rear-Admiral J. L. Lardner, commanding the special West India Squadron.

The vessel is sent to the United States for recalking. I would respectfully suggest to the Department that the upper works and decks be surveyed, my experience teaching me to believe that they are not sufficiently strong and properly kneed to sustain the battery, especially in heavy weather.

A few repairs and improvements are suggested for the engines.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Admiral Paulding has been directed to turn the *Neptune* over to Admiral Gregory.

J. L[ENTHALL].

Letter from the prefet maritime at Cherbourg, France, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, requesting to know the time of departure of that vessel.

[Translation.]

PREFECTURE MARITIME OF THE FIRST ARRONDISSEMENT,
Cherbourg, June 24, 1864.

CAPTAIN: Charged with guarding in this port the execution of the laws of neutrality that the French Government has thought it a duty to impose upon itself between the ships of the belligerents, I have the honor to beg that you will be so kind as to inform me of the time when, your repairs having been finished, you will be ready to go to sea, in conformity with article 4 of the instructions of February 5, 1864, which were communicated to you on your arrival.

Receive, captain, the assurance of my distinguished consideration,

A. DUPOUY,
Vice-Admiral, Prefet Maritime.

The CAPTAIN OF THE FEDERAL CORVETTE THE KEARSARGE,
Cherbourg.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving information of the sailing from Bordeaux of supposed Confederate vessel Yeddo.

U. S. S. KEARSARGE,
Cherbourg, France, June 25, 1864.

SIR: I have the honor to inform the Department that on the destruction of the *Alabama* I telegraphed Commander Preble, of the *St. Louis*, of the fact, and directing him to continue on his station.

I enclose herewith an extract announcing the sailing of the *Yeddo* from Bordeaux for Amsterdam.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.—Newspaper clipping.]

"The steam vessel *Yeddo*," says the Gironde, "which has just been constructed in the building yard of M. Arman, of this city (Bordeaux), and which is supposed to belong to the Confederate Government, left the roadstead yesterday morning. She had made a trial trip on Monday last, and completed her preparations on the following day. The *Yeddo* measures 682 tons, and has a crew, entirely French, of sixty-five men. She is commanded by Captain Pater, who is a native of France also, and was for a long time master of vessels belonging to Bordeaux. She is freighted with different kinds of goods, and is dispatched by M. Arman himself, through M. Caussé, ship broker. The *Yeddo* is bound for Amsterdam, but everything concerning her departure and the object and aim of her voyage remained a profound mystery. To the last moment the freighters, officers, and seamen maintained an absolute silence to all the questions put to them."

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, of the arrival of that vessel at Portland, Me.

U. S. S. TICONDEROGA,
Portland Harbor, Maine, June 26, 1864.

SIR: I have the honor to report my arrival here this afternoon from a cruise to the eastward, having proceeded up the Bay of Fundy as far as Eastport and on the eastern coast of Nova Scotia as far as Halifax, visiting the several fishing banks frequented by our fishermen. Nothing of interest occurred during the cruise.

I did not communicate at Halifax, but ran into the mouth of the harbor and sighted the shipping.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Funchal, Madeira.

U. S. SLOOP OF WAR ST. LOUIS,
Madeira, June 27, 1864.

SIR: I have the honor to report the arrival of the *St. Louis* in Funchal Roads last night. After a fine run from Cadiz of three days we were becalmed and baffled by the current for thirty hours within 5 miles of the anchorage, and had the mortification of seeing his Majasty's French mail steamer *Mindello*, from Lisbon, pass us into the roads with the news we had hoped to communicate of the destruction of the *Alabama* by the *Kearsarge*. This is the third time this steamer has passed us at sea and anticipated our arrival in port.

To-day noon a large brig-rigged, side-wheel steamer, showing English colors, her decks crowded with men, came from the westward to within 3 miles of the anchorage, and when abeam of the *St. Louis* steamed off rapidly to the southward. It was impossible for us to weigh and overhaul her, as the wind was very light and from the southward and westward. No such steamer was expected here and on shore her movements were considered suspicious, and it was thought she was driven away by the sight of our ship.

The *Sacramento* arrived here on the 20th and left on the 23d instant for the coast of Europe, in pursuit of the *Alabama*.

I intend remaining here until after the 4th of July, and to sail on the 5th for the Azores.

I enclose a photostereograph which has portraits of the *Florida*, *St. Louis*, and blockade runner *Julia*, at anchor in these roads on the 28th of February last.

Gentlemen here who were on board the *Florida* confirm her having a large gun, unmounted, on her deck, which her officers said they "picked up afloat."

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the arrival at Cape Haitien of U. S. S. Galatea.

FLAGSHIP POWHATAN,
Cape Haitien, June 27, 1864.

SIR: I have the nonor to report the arrival from New York to-day of the U. S. S. *Neptune* [*Galatea*], Commander J. Guest.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, to proceed to duty in the West India Squadron.

NAVY DEPARTMENT, *June 27, 1864.*

SIR: Proceed with the U. S. S. *Juniata* to the West Indies, and report to Acting Rear-Admiral James L. Lardner for duty in the squadron under his command. The coal depot of the West India Squadron is at Cape Haitien, at which point you may fall in with Acting Rear-Admiral Lardner, or learn of his movements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain WM. ROGERS TAYLOR, U. S. Navy,
Commanding U. S. S. Juniata, Philadelphia.

Letter from the Secretary of State to the Secretary of the Navy, transmitting information from the U. S. consul at Paris.

DEPARTMENT OF STATE,
Washington, June 27, 1864.

SIR: In regard to the vessels now building in France for the service, as it is supposed, of the rebels, I beg leave to transmit herewith for your information an extract from a dispatch received from the U. S. consul at Paris.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure—Extract.]

Confidential.] CONSULATE OF THE UNITED STATES,
Paris, June 8, 1864.

SIR: * * * If our Government means to prevent those vessels entering the Confederate service it has got to make its determination sensible on this side of the water promptly, and it was with extreme pleasure that I learned from one of your dispatches to Mr. Dayton, received last evening, that one or two vessels of war were soon to be

on their way to western Europe. They should be instructed to appear in the different ports and disappear frequently. Their arrivals and departures will be telegraphed; they awaken surmises and speculations; spread the idea that we are alive and are a naval power. People forget the names of the vessels that are announced, and with active, dashing commanders two vessels would soon be multiplied, in the estimation of the public, to twenty. The moral effect of this—I think I do not exaggerate when I say it—would be worth more just now than anything Mr. Dayton can say to the Emperor's ministers, which, be it what it may, is sure never to see the public eye, for nothing written in English, unless it is, occasionally, a popular novel, ever reaches the French people.

* * * * * * *

Yours, very respectfully,

JOHN BIGELOW,
U. S. Consul.

Hon. WM. H. SEWARD,
[*Secretary of State.*]

Letter from the U. S. minister to the Netherlands to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the steam corvette Yeddo.

UNITED STATES LEGATION,
The Hague, June 27, 1864.

SIR: I am informed by Mr. Dayton, our minister at Paris, that the corvette *Yeddo*, built for the rebels at Bordeaux, has been allowed to leave that port for Amsterdam, being professedly sold to an Amsterdam house.

She left on the 22d, but I have not yet heard of her arrival, and, while I doubt her coming, Mr. Dayton seems to feel confident she will be soon heard of at her port of destination.

Should she come, it is difficult to say what course things may take. At any rate, I think in that event it may be found serviceable to have a ship of war in these waters.

I am, with great respect, your most obedient servant,

JAMES S. PIKE,
[*U. S. Minister to the Netherlands.*]

COMMANDER OF THE U. S. STEAM FRIGATE NIAGARA,
Antwerp.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of the receipt of orders for duty in the West India Squadron.

U. S. S. JUNIATA (Second Rate),
Philadelphia, Pa., June 28, 1864.

SIR: I have the honor to acknowledge the receipt of your order, dated 27th instant, directing me to proceed with the U. S. S. *Juniata* to the West Indies, and to report to Acting Rear-Admiral Lardner for duty under his command.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the arrival of that vessel at Antwerp, Belgium, from cruise in search of Confederate cruisers.

U. S. S. NIAGARA,
Antwerp, Belgium, June 28, 1864.

SIR: I have the honor to inform you that the *Niagara* anchored in front of the city of Antwerp yesterday forenoon at 11 o'clock.

In obedience to your confidential instructions* of the 30th May, I followed the course indicated until reaching the English Channel, and, whenever the weather would admit of it, boarded or spoke all vessels appearing in sight, satisfying myself of their character and seeking information concerning all pirates, etc.

In but one instance could I obtain any information of the *Florida*, which was the same previously received by the Department—that she left Bermuda on the 14th of May. This information was obtained from the schooner *Empire*, of and from Bermuda, eleven days out, bound to New York, boarded on the 3d instant in latitude 39° 49′ N., longitude 70° 44′ W.

The greater part of our passage out was attended with fresh winds and strong gales, which forced us over the ground, particularly that part of it to the westward of longitude 45°, which we had reached on the 14th instant, much faster than desirable.

On the 25th instant, 8 miles south of the Isle of Wight, I was boarded by a channel pilot, who gave us the glorious news of the destruction of the pirate *Alabama* by the *Kearsarge*. He also informed me that the two rams built at Bordeaux had been sold, he believed, to some Dutch merchants, and would soon sail for some port in Holland. This intelligence prompted me to push on for my port of destination. Since my arrival here our consul, Mr. Crawford, has corroborated my pilot's statement, and says he is hourly expecting to hear of the arrival of one of those rams at Amsterdam or Rotterdam.

When off Flushing the day before yesterday I requested our vice-consul there, Mr. Hector, to announce by telegraph to our ministers at Paris and The Hague that I was then on my way up to this city, and yesterday I telegraphed to those gentlemen that I had arrived here and would wait for information. I also wrote to Mr. Dayton by last evening's mail. This afternoon I shall communicate in person with our minister at Brussels.

In the meantime, sir, I am filling up our coal [bunkers] and making every endeavor to be prepared to move promptly in any direction where my services may be required.

The *Rappahannock* is said to be still at Calais, and ready for sea. We have no vessel there to watch her movements.

The *Kearsarge* will leave Cherbourg to-morrow or next day and probably look in at Flushing.

From all appearances there will be ample work in these waters to require the most vigilant attention of at least four of our fastest steamers.

Writing in great haste for this evening's mail, I am, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

See p. 41.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Lisbon, Portugal.

U. S. S. SACRAMENTO,
Lisbon, June 28, 1864.

SIR: I have the honor to report the arrival of the *Sacramento* at this port yesterday afternoon, four days from the island of Madeira. On our way from Cape Town we touched at St. Paul de Loanda, Porto Praya, Porto Grande, Santa Cruz, and Madeira for coal, repairs, and intelligence of the enemy. I shall proceed to Brest as soon as I can fill up with coal. I left Cape Town six weeks after the *Alabama*, and arrived here ten days or a fortnight after she arrived at Cherbourg.

I await your further orders.

I am, most respectfully, your obedient servant,

H. WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, regarding search for Confederate privateers while en route to join the West India Squadron.

NAVY DEPARTMENT, *July 2, 1864.*

SIR: On the way to the West India Squadron, in pursuance of the orders of the 27th ultimo, you will touch at Bermuda. A recent telegram reports the arrival of the rebel privateer *Florida* at that port. Should you find her there you will take such steps as your judgment may dictate to detain her there or to intercept her on her departure. I enclose herewith a printed copy of the Queen's proclamation of neutrality, which you will take care not to violate by any act of yours. I also enclose a photograph of the *Alabama* and a description of the *Florida* and *Rappahannock*.

Be vigilant to intercept and capture vessels engaged in the service of the insurgents or in violating the blockade. Enclosed are some extracts from consular dispatches descriptive of vessels that are suspected of being blockade runners.

For your guidance in searching and seizing vessels on the high seas, I enclose herewith a copy of the Department's circular letter* of August 18, 1862.

On arriving off or at Bermuda put yourself in communication with the U. S. consul there, C. M. Allen, esq.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain WM. ROGERS TAYLOR,
Commanding U. S. S. Juniata, Philadelphia.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, to proceed to the coast of France and cruise for the protection of American commerce.

NAVY DEPARTMENT, *July 2, 1864.*

SIR: The instructions addressed to you on the 18th of May last are hereby revoked.

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* See Vol. 1, p. 417.

As soon as the U. S. S. *Iroquois* is ready for sea, proceed with her to the coast of France for the protection of the interests of the citizens and commerce of the United States in that quarter. You will visit first the port of Brest, and from that point communicate with the U. S. minister at Paris, notifying him of your arrival and of the general object of your presence. You will give the respect which his high position demands to any of his suggestions as to the movements of your vessel, having in view the welfare of our Government, and will keep him advised of your movements.

These orders are not to be regarded as restricting your cruising to the coast of France on the Atlantic. The interests of our country and the movements of rebel privateers may require your presence elsewhere on the Atlantic coast of Europe, and you are therefore, in such an event, authorized to exercise your discretion in the matter.

You have already been provided with the Department's circular instructions respecting the searching and seizure of vessels on the high seas, which you will carefully observe. I enclose a printed copy of the neutrality proclamation of her Majesty the Queen of England, which is to be regarded should you have occasion to visit any English port.

Keep the Department advised of your proceedings and movements and how dispatches or other mail matter should be directed so as to reach you. Until otherwise requested they will be sent to Brest, care of the U. S. consul.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. R. P. RODGERS, U. S. Navy,
Commanding U. S. S. Iroquois, New York.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting letter addressed to the U. S. minister to Belgium, regarding vessels for the Confederates.

U. S. S. NIAGARA,
Antwerp, July 2, 1864.

SIR: For the information of the Department I take leave to enclose herewith a copy of a letter addressed to our minister at Brussels, and which Mr. Sanford sent to me by express yesterday afternoon. As I am yet without instructions from the Department, and as it is possible that the *Florida* may be fallen in with somewhere upon the French coast, I shall get underway immediately and proceed in search of her, and if possible communicate with Commander Winslow.

The opinions expressed by Mr. Beckwith are in accordance, I believe, with those entertained by our three ministers at Paris, The Hague, and Brussels.

After making a thorough search for the *Florida* I purpose in the course of two weeks to return to this port, where I hope to receive further and full instructions for my future guidance.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

PARIS, *June 30, 1864.*

MY DEAR SANFORD: The two cruisers I saw at Bordeaux, the *Yeddo* and *Osaco*, were (in general terms) about 220 feet by 30; drawing (heavy) some 16 feet; three masts, full rig; wooden hulls, coppered; said to be lined abreast machinery with five-eighths or three-fourths inch boiler plate; single screws to unship and hoist; 400 horsepower; six ports on a side; places for two pivots; slight shear; bowsprits short and horizontal; their bows rather [too] low in the breast to be strong, but on the whole fine lines and likely to be fast; tonnage about 1,500.

About those at Nantes I know nothing, but suppose them to be similar to the above.

I formed the opinion that the *Yeddo* wanted about a month and the *Osaco* about two months to get ready for sea, and this was, I think, about the 25th May.

If you bear in mind that the rebels have in hand nine vessels (that are known of), the large sum this locks up, the small resources at their command, the serious obstacles and delays in getting their vessels to sea and in arming, manning, and paying for them, the unproductiveness of the work financially, its complete failure politically, and consider this and such like in connection with the assurances and apparent concessions of the French minister, perhaps you and Mr. Bigelow may incline more to the opinion I expressed that the two vessels in question were sold in good faith. I think the rebels wish to diminish their investments in this line, and in view of the great wants of Prussia, Denmark, etc., I think the *Yeddo* and *Osaco* may not turn up in Holland, nor give us any trouble.

The rogues can sell half a dozen and still have enough left for their friends and our cruisers.

As regards the *Niagara*, if you will permit me to express a decided opinion, it is that she should not go to Bordeaux, nor to any port in France, at present, but drop down to Flushing, the best port for observation, communication, supplies, departure in any direction, and quick action, all combined.

I regret that I can not come down and have a talk with you and Bigelow to-day, but I am one of a party who give a dinner this evening to Captain Winslow, and must remain.

Captain W[inslow] is here to consult an oculist in regard to an eye the sight of which is lost and the other threatened, and he will probably be here till Monday, if not summoned. Vessel at Cherbourg.

If the commander of the *Niagara* is free to run up for a few hours would it not be well for him to do so?

Winslow must have considerable local information of (new) ports, rates, etc., as well as facilities useful to know. Some concert also might be desirable.

The fuller and more complete the understanding of the commanders of cruisers among themselves and with the ministers and consuls on both sides of the [English] Channel, the more likely they will be to receive such information as will enable them to seize on the right moments for rendering public service and achieving distinction by acts of greater moment than merely cruising *in terrorem*.

With kind regards to Bigelow, whom I always need when he is not here, very truly, yours,

N. BECKWITH.

[H. S. SANFORD,
U. S. Minister to Belgium.]

P. S.—Since writing the above I hear that the *Florida* is off the coast, and that Winslow has been notified and will leave after dinner.

I have not time to see him before closing this. I therefore give the rumor, but without affirming its accuracy.

B.

Letter from A. L. Drayton to the Secretary of the Navy, concerning information of C. S. S. Florida.*

FORT WARREN,
Boston Harbor [Massachusetts], July 3, 1864.

SIR: In reply to your favor of the 30th instant I may say that I can give date, place, and month in which the *Florida* will meet a tender, I presume for the purpose of receiving coal, etc. The point of meeting is not under the jurisdiction of any power. I can also give the name of a port that she is expected to go into in the interim, and, judging by the past, it is a place that she will receive a warm welcome.

Previous to leaving the *Florida* I came into the possession of a cipher that was to be used between two parties in case of separation or capture. That cipher has been used. I firmly believe the information to be correct, for if the *Florida* was at Bermuda on the 19th of last month it is evident that she is pursuing the track as laid down.

I respectfully suggest an interview, from the knowledge that I have of obstructions, batteries, and vessels built and being built. I allude particularly to Mobile.

I consider it the duty of any man entertaining the opinions that I do, and sincerely wishing the restoration of the Union, to speak of any information that may prove beneficial to the Union cause and injurious to that of the rebels. I have no other motive than to forward the interests of the country, and for this reason I respectfully tender you my services, believing that I can render important aid; and knowing your desire to forward her interests, I sincerely trust that you will view this communication in its true light, and worthy of more than mere passing attention.

I have the honor to be, very respectfully, your obedient servant,

A. L. DRAYTON.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the rumored presence of the C. S. S. Florida on the French coast, and the departure of the corvette Yeddo from Bordeaux.

U. S. S. KEARSARGE,
Cherbourg, France, July 5, 1864.

SIR: I have the honor to inform the Department that the reports that the *Florida* is lurking somewhere on the coast of France have decided me to return up the [English] Channel. I shall proceed to-day toward Dover, and touch off some of the intermediate places for communication with our consuls and verification of the reports.

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*One of the crew of the Confederate vessels *Clarence-Tacony-Archer*, see Vol. 2.

The *Yeddo*, which sailed from Bordeaux, is reported to have passed into Prussian hands and has entered the Weser.

I have received notice from Lisbon that the *Sacramento* will sail for Cherbourg. The twenty-four-hour law prevents my remaining to communicate with her.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

[P. S.]—The *Sacramento* arrived at Cherbourg three hours before the departure of the *Kearsarge.*

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the impaired condition of that vessel.

U. S. S. KEARSARGE,
Cherbourg, France, July 5, 1864.

SIR: I have the honor to report that the temporary repairs of this ship have been completed by knotting the main and reeving new running rigging and patching over the shot holes in the bulwarks and sides, and repairing the old sails.

I would beg leave to state that, owing to there being but one suit of sails furnished this vessel, so much of them as remains is in a very poor state. Of the main rigging, that which is left unknotted, the core only remains unaffected by injury from smoke from the furnaces. It is therefore necessary to support the masts by pennant tackles in rough weather. I have already informed the Department that we received a bad shot in our sternpost from a 100-pound rifle gun. This has cut away more than half the wood, and by its action of wedging has made the rudder more difficult to turn.

On examination it was found that if the shot was cut out so little of the wood would remain that the slightest sea would no doubt carry away rudder and sternpost. It was therefore advisable to let it rest for the present, during summer months.

Under these circumstances I feel it my duty to state that it would be hazardous to continue the cruising of this ship in anything like the heavy weather we experienced during the last winter. The ship can be repaired at Flushing, or some other port in Europe, but the repairs must be extensive.

I also feel it my duty to state that if the Department has in view ordering this ship to the United States the order should be issued in time for us to cross the Atlantic before the equinox sets in, for should it be delayed after this I hold the necessity imperative that we should enter dock and repair our sternpost.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

P. S.—Letters addressed care of the U. S. consul, London, will find most expedition in reaching us.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of the receipt of orders and enclosures from the Department.

U. S. S. JUNIATA (Second Rate),
Philadelphia, Pa., June [July] 6, 1864.

SIR: I have the honor to acknowledge the receipt of your order dated 2d instant, directing me to touch at Bermuda on my way to the West Indies, and of the papers enclosed with it, viz, a copy of the Queen's proclamation of neutrality, a description of the rebel vessels *Alabama*, *Florida*, and *Rappahannock*, and a copy of the circular dated 18th August, 1862, in relation to searching and seizing vessels on the high seas.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of the arrival of that vessel at Yokohama, Japan, and of condition of affairs in that port.

U. S. SHIP JAMESTOWN,
Yokohama, Japan, July 6, 1864.

SIR: I have the honor to inform the Department of the arrival here of this ship on the 27th ultimo; also the receipt of the Department's communication of the 30th of March.

The American minister has notified the Government at Yeddo that he will proceed to that place in a few [days] in this ship, and land with 100 men, as an escort, to resume his residence temporarily in the capital. I am awaiting his readiness.

The right to pass through the inland sea (Strait of Shimonoséki) is still refused by the Japanese to foreign flags. War in consequence is threatened. The English are daily expecting a regiment from Hongkong, in addition to the force already here. The English have fifteen ships of war now in this port; the Dutch four. The French admiral is alone in the *Semiramis*, nor do I think he is inclined to aggressive hostilities at this time, from what he told me a day or two since, especially as the French soldiers formerly on shore here have recently been sent to Mexico.

The Fourth was very handsomely celebrated here, all the foreign ships of war participating by dressing their ships, as well as saluting. It was very marked on the part of the English.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the commissary-general of prisoners to Major-General Halleck, U. S. Army, requesting additional protection for prisoners on Johnson's Island.

OFFICE OF COMMISSARY-GENERAL OF PRISONERS,
Washington, D. C., July 7, 1864.

GENERAL: I have the honor respectfully to recommend that the honorable Secretary of the Navy be requested to direct, if not incom-

patible with other public interests, that the U. S. S. *Michigan* lie off Johnson's Island, in Sandusky Bay, Lake Erie, to afford additional security to the depot of prisoners of war on that island.

If this arrangement can be effected, all but one regiment of the command now stationed there and any artillery that may be present can readily be spared for service in the field.

I am general, very respectfully, your obedient servant,

W. HOFFMAN,
Colonel Third Infantry, Commissary-General of Prisoners.

Major-General H. W. HALLECK,
Chief of Staff, Washington, D. C.

Order of the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, to proceed to Johnson's Island, Lake Erie.

NAVY DEPARTMENT, *July 8, 1864.*

SIR: Proceed with the U. S. S. *Michigan* to Johnson's Island and remain there until further orders, to give additional security to the depot of prisoners of war on the island.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander JNO. C. CARTER,
Commanding U. S. S. Michigan, Erie, Pa.

Letter from the Secretary of the Navy to Major-General Halleck, U. S. Army, regarding measures for security of prisoners at Johnson's Island.

NAVY DEPARTMENT, *July 8, 1864.*

SIR: I have to acknowledge your reference to the Department of a letter addressed to you on the 7th instant by the commissary-general of prisoners, and to state that Commander John C. Carter has been instructed to proceed with the U. S. S. *Michigan* to Johnson's Island and remain there until further orders, to give additional security to the depot of prisoners of war on the island.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Major-General H. W. HALLECK,
Chief of Staff, Washington.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Cherbourg, France.

U. S. S. SACRAMENTO,
Cherbourg, July 8, 1864.

SIR: I have the honor to report the arrival of the *Sacramento* at this port on the 5th instant, four days from Lisbon.

We have seen no vessels of a suspicious appearance thus far on our cruise. I herewith enclose the copy of a letter which I received from the U. S. consul at Cape Town, as it may be of use to the Government.

I am, sir, very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. CONSULATE,
Cape Town, April 30, 1864.

SIR: I have received two dispatches from the consul-general of India, informing me that three vessels, named, respectively, the *Johannisberg*, *Texan Star*, and *Virginia Dare*, are sailing under the Confederate flag, and requesting me to notify all men-of-war belonging to the United States touching at this port of these facts.

Very respectfully, etc.

WALTER GRAHAM,
U. S. Consul.

Captain HENRY WALKE,
Commanding U. S. S. Sacramento.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Wateree, of the cruise of that vessel from Montevideo, Uruguay.

U. S. S. WATEREE,
San Carlos, Island Chiloe, July 8, 1864.

SIR: I respectfully report our arrival at this port yesterday in fifty-five days from Montevideo, having passed through the Strait of Magellan and all the passages on the west coast of Patagonia as far as the Gulf of Peñas, through the Corcovado and Ancud gulfs and a portion of that of Chonos.

To account for our long passage from Montevideo, a detailed account of our proceedings since leaving that port will be necessary. We left the Rio de la Plata on the 13th May, and although forced by heavy weather to take refuge in Nuevo Gulf and afterwards in Camarones Bay, our voyage progressed satisfactorily until our arrival off the Chonos Archipelago, when, during a gale of wind from the northward, I found our stock of coal reduced to 16 tons. I immediately ran for the island of Narborough, and on the 7th June anchored in Scotchwell Harbor, where we remained eight days cutting wood for fuel. On leaving this port we ran into the Chonos Gulf and slowly pursued our voyage to the northward, frequently stopping to cut wood at the islands. With this fuel our speed rarely exceeded 3 knots an hour, and we were several times obliged to seek an anchorage, from our inability to make way against the northerly winds which prevailed almost without intermission. At Castro we obtained from the inhabitants a supply of dry wood, which has enabled us to reach this port. After filling up with wood here, for we can obtain no coal, I shall proceed to Valparaiso.

I have the honor to be, very respectfully,

F. K. MURRAY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the movements of that vessel in Brazilian waters.

U. S. STEAM SLOOP WACHUSETT,
Rio de Janeiro, July 9, 1864.

SIR: I have the honor to report that we left Bahia on the 17th day of June, called at Pernambuco on the 20th for news, and left the same day for the south. We anchored in the good and secure harbor of Cape Frio on the 29th, in consequence of heavy weather, where we had confirmed the report that a bark-rigged, long, low, black steamer with two smokestacks had been seen off the cape about the 20th day of May last, which may have been the *Alabama* (rebel), with a black wind sail to represent the second smokestack.

We left Cape Frio on the 30th, arrived here on the 1st instant, and left again on the 3d, after having coaled ship and visited Cape Frio again to make arrangements for receiving information at this place of any suspicious steamer which might be seen from the cape, and arrived here again, all well, on the 7th instant.

We will be ready for sea again as soon as the defective crank of the after engine can be repaired.

I send enclosed the report of Chief Engineer Rutherford, in relation to the crank.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant McNair, U. S. Navy, commanding U. S. bark Gemsbok, of the arrival of that vessel at New York from the West Indies.

U. S. BARK GEMSBOK,
New York Harbor, July 10, 1864.

SIR: I have the honor to report the arrival this day at this port of the U. S. bark *Gemsbok*, under my command.

We sailed from the island of St. Thomas, West Indies, on the 18th of June last, and have met with calms and light winds during the entire passage.

I enclose herewith a copy of my orders* from the Acting Rear-Admiral commanding the West India Squadron.

I beg leave to ask an early detachment from this command, in order to rejoin my ship, and have the honor to await the orders of the Department.

Very respectfully,

A. R. MCNAIR,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

Proceed to New York with all dispatch and await further orders.

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, Portland, Me.

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* See p. 44.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

The *Ticonderoga*, at Portland, is ordered to New York, where she can remain ready. Send any vessels which are ready to Washington without delay.

GIDEON WELLES,
[*Secretary of the Navy.*]

Rear-Admiral PAULDING,
Commandant Navy Yard, New York.

Extract from letter from the U. S. consul at Liverpool to the assistant secretary of U. S. legation at London, giving information regarding Confederate cruisers and blockade runners.

UNITED STATES CONSULATE,
Liverpool, July 10, 1864.

DEAR SIR: * * * The pirate *Sumter* (called *Gibraltar*) is laid up at Birkenhead. The *Japan* (called the *Georgia*) has been dismantled and is in one of the Liverpool docks. It is said she is to go to China. Her name no doubt will be changed. The *Alexandra* has had her insides taken out and houses put up on her decks, indicating her as a blockade runner, and has sailed from Liverpool. It is said her name is to be changed and she is to go to Nassau or Bermuda as a blockader. I think they will send her out as such, and arm her out there. The *A. D. Vance* has sailed for Bermuda. The *Eugenie* is laid up and advertised for sale. Do not know the whereabouts of the *Agrippina* or *Emily St. Pierre.*

We have several new steamers preparing to run the blockade: The *Hope*, a large and fast steamer belonging to Fraser, Trenholm & Co., entered to load, and will sail most likely to-morrow. *Colonel Lamb*, a rather fine steamer, belonging to same parties, not quite finished. The *Bat* and *Owl*, two very fine boats, not quite finished, said to have been recently purchased by the Southern Confederacy. The *Night Hawk*, recently launched at Preston and brought here to receive her engines.

Yours, etc.,

THOS. H. DUDLEY.

B. MORAN, Esq.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, of the cruise of that vessel from the East Indies to Philadelphia, forwarding information regarding Confederate cruisers.

U. S. S. WYOMING,
Philadelphia, [July 13, 1864.]

SIR: I have the honor to report the arrival of this ship, ninety-four days from Anjer, via the Cape of Good Hope, St. Helena, and St. Thomas, arriving at Cape Town May 15, St. Helena June 4, and St. Thomas July 5.

From Batavia I informed the Department of my intention of proceeding to the United States, in compliance with the instructions of November 12.

At the cape I learned that the *Alabama* had returned there from her cruise in the China Sea and Indian Ocean, and had left on the 26th March, supposed for Brest, for repairs. About ten days before our arrival the U. S. S. *Sacramento* left Table Bay on a cruise.

No other captures in the Indian Ocean had been made by the *Alabama* since the destruction of the *Emma Jane* on the coast of Malabar in January last.

At St. Helena I was informed by Captain Emery, of the American ship *Sparkling Wave*, that the *Alabama* had sent in a boat at Bombay, but had been refused admittance to that port by the authorities.

The Confederate privateer *Tuscaloosa* was still at Simon's Bay, but orders had been received from the home Government to give her up to her officers, or to Captain Semmes should the *Alabama* return.

At St. Thomas the *Florida* was reported in the neighborhood of Bermuda on the 14th June.

At the request of our consul at St. Helena, I gave passage home to three invalid American seamen.

I would respectfully state that this ship has been within a few days of five years in commission, and that she will require extensive repairs in her hull, spars, rigging, sails, and machinery to make her efficient for another cruise.

I have to report the death of David Segarson, paymaster's clerk, on the 27th May, of paralysis.

The health of the officers and crew, I am happy to state, is good.

I have the honor to be, very respectfully, your obedient servant,

D. McDOUGAL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Appearance of the C. S. S. Florida on the Atlantic coast, and consequent operations.

[Telegram.]

HAMPTON ROADS, *July 10, 1864.*
(Received at Washington 1:45 p. m.)

The steam tug *America*, just in, reports that yesterday evening at 6 o'clock the rebel steamer *Florida*, or some similar vessel, captured and burned the bark *Greenland*, 50 miles east by south from Cape Henry. The *Greenland* was loaded with coal for the Western Gulf Squadron, and was in tow of the *America*, which escaped. After firing the *Greenland* the rebel steamer stood off N. N. E., and was seen last at 7 o'clock steering about N. N. E. The rebel vessel is described as being long, low, painted black, bark-rigged, long lower masts, two smokestacks, painted white. I shall dispatch several vessels in pursuit and report action.

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NEW YORK, *July 10, 1864.*
(Received at Washington 2:40 p. m.)

Confederate steamer *Florida* was spoken by a vessel at this port July 7, latitude 35° to 40°, longitude 69° to 59°.

MERCHANTS' EXCHANGE NEWS ROOM.

Hon. GIDEON WELLES.

[Telegram.]

FORTRESS MONROE, VA., *July 10, 1864—11 a. m.*
(Received at Washington 4:35 p. m., in cipher.)

At time of telegraphing about depredations of *Florida* I telegraphed commandants at Philadelphia, New York, and Boston. Have dispatched *Ino* to be towed to an offing by tug *America*. Have sent *Monticello* and *Mount Vernon*, under Lieutenant-Commander Adams, to cruise together this side Nantucket. Have required *Shenandoah* from Commodore Livingston, but fear she will not be ready for a day or two. *State of Georgia* here, broken down. Shall dispatch the intelligence to Beaufort and blockaders off Wilmington.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FLAGSHIP MALVERN, *July 10, 1864—2:45 p. m.*
(Received at Washington 9:15 p. m.)

Shenandoah prepared in time. Departs now to cruise between Cape Lookout and the capes of the Delaware.

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

The rebel steamer *Florida* burned a vessel off Cape Henry last evening, and is probably bound up along the coast. Go to sea at once in pursuit.

Answer by telegraph.

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, Portland, Me.

[Telegram.]

PORTLAND, ME., *July 10, 1864—7 p. m.*
(Received at Washington 7:30 p. m.)

Telegram received at 5 p. m.. Will proceed to sea immediately.

CHAS. STEEDMAN,
Captain, U. S. S. Ticonderoga.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

The rebel steamer *Florida* burned a vessel off Cape Henry last evening at 6. p. m. She is probably on the coast. Admiral Lee has sent several vessels. Use every exertion to get the *Juniata* off in pursuit.

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *July 10, 1864.*

The *Florida* burned a vessel off Cape Henry last evening and has probably gone up the coast. She only has four guns. Let your vessels cover the Vineyard waters and send out the *Marblehead* in pursuit. She will probably go to your neighborhood.

GIDEON WELLES,
Secretary of the Navy.

Commodore GEO. S. BLAKE,
Naval Academy, Newport, R. I.

[Telegram.]

NAVY DEPARTMENT, [*July 10, 1864.*]

Juniata from Philadelphia, *Ticonderoga* from Portland, and all the Naval Academy vessels have started in pursuit of the *Florida*. She only has five guns. Several telegrams sent you to-day.

GIDEON WELLES,
Secretary.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, [*July 10, 1864.*]

Department would prefer that you should send Commodore Godon or any experienced officer. Plenty of officers can join them at Baltimore. Take two howitzers and ammunition complete, though the men are mostly wanted for the forts.

The *Florida* burned a vessel off Cape Henry last evening. You can send out any vessel that is ready. We have several after her from Hampton Roads. Keep sailors enough for your own wants.

The *Ticonderoga* has gone out for the *Florida* from Portland. Communication will probably be cut to-morrow, so you must remain at the yard to act for the Government. Our naval force here is pretty strong, and the destruction of the railroad should cause no anxiety.

GIDEON WELLES, *Secretary.*

Rear-Admiral PAULDING,
Commandant New York Navy Yard.

[Telegram.]

PHILADELPHIA, *July 11, 1864.*
(Received 11 p. m.)

The *Florida* has burned several vessels 40 miles from Cape May. Captured crew landed at Cape May this a. m. Are now on way to Philadelphia.

W. P. WESTERVELT,
Superintendent American Telegraph Line.

Major ECKERT.

[Telegram.]

CHARLESTOWN, MASS., *July 11, 1864.*
(Received at Washington 11 a. m.)

Circassian has arrived at this yard.

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *July 12, 1864.*

Send *Circassian* immediately after the *Florida*. The *Florida* has captured vessels off capes of Delaware and is probably bound northward.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Report of the commandant navy yard, New York, of the capture of Acting Master Gibbs, U. S. Navy, in the steamship Electric Spark, by the C. S. S. Florida.

NAVY YARD, NEW YORK, *July 12, 1864.*

SIR: Acting Master William P. Gibbs, who left on the 9th instant on the mail steamship *Electric Spark* to join his vessel, the *Pinola*, off Mobile, was captured by the *Florida* on the 10th instant about 66 miles S. E. by S. from Cape Henlopen, and paroled by the commander of that vessel, copy enclosed.

Mr. Gibbs arrived at this port this morning in the English schooner *Lane*, and I have allowed him to go to his home to await the orders of the Department.

His address is East Wareham, Mass.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of the commandant navy yard, Boston, of the departure of the U. S. S. Circassian in search of the C. S. S. Florida.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 13, 1864.

SIR: In compliance with your telegraphic order of the 12th instant, the *Circassian* has been sent to sea, having left this yard this morning at half past 5 o'clock.

I deemed it advisable, in view of the important duty to be performed, to place on board a senior naval officer, and therefore put her in charge of Commander J. B. Creighton for the cruise.

To fill vacancies caused by the sickness of some of the officers of that vessel, I detailed for temporary duty Acting Ensign J. A. Slamm and Acting Ensign William Knight, of the *Massasoit*, and Acting Ensign A. Hornsby, of the *Sea Foam*. I also detailed for that vessel Lieutenant Hale, of the Marine Corps, and Acting Gunner William Lordan, of the *Massasoit*.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the Superintendent of the Naval Academy, Newport, R. I., of the execution of the Department's orders in view of depredations of the C. S. S. Florida.

U. S. NAVAL ACADEMY,
Newport [R. I.], July 14. 1864.

SIR: I beg leave to report that on the receipt of the telegram of the Department of the 10th *instant, which* reached me at 7 p. m. on the day

of its date, I communicated by telegram with Edward Prentis, esq., collector of New London, who immediately forwarded my instructions by the revenue cutter *Campbell* to Commander Fairfax, at Gardiner's Bay, and that they reached him by 4 o'clock in the morning of the 11th instant.

Commander Fairfax, with the most commendable promptitude, was underway in a very few minutes, and the sailing vessels of the practice squadron were distributed as directed by the Department. The *Marblehead* was compelled to run over to New London for coal, which she obtained in a few hours, and ran from thence to Provincetown, Cape Cod, and has proceeded from that point to the vicinity of the light-boat off Nantucket South Shoal, a point which I think should be carefully watched. I will add that, in concert with Colonel Oliver L. Shepherd, of the Fifteenth Infantry, and now commanding Fort Adams, I have taken every precaution in my power to meet any rebel enterprises which may be attempted in this bay, which seems to be in a very defenseless state.

I have the honor to be, sir, very respectfully, your obedient servant,

G. S. BLAKE,
Commodore, and Superintendent Naval Academy.

Hon. GIDEON WELLES,
Secretary Navy.

Report of the commandant navy yard, Philadelphia, transmitting copy of orders to Captain McDougal, U. S. Navy, commanding U. S. S. Wyoming, to proceed in search of the C. S. S. Florida.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 14, 1864.

SIR: The *Wyoming* arrived last evening from China. Considering it important that every effort should be made to take the *Florida*, I have ordered Captain McDougal to proceed in search of her. Although the *Wyoming* requires extensive repairs, I have concluded that she can keep the sea a week longer, which is the time I have given for her cruise.

I enclose a copy of my order to Captain McDougal.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 14, 1864.

SIR: You will proceed with the vessel under your command to search for the rebel privateer *Florida*.

After leaving the capes of the Delaware you will shape your course to Georges Bank, and if you do not hear anything of the *Florida* before you reach the bank you will return, keeping inside the Gulf [Stream] to Cape Hatteras, and then return to this port, unless you should have such information as to induce you to continue the pursuit.

It is with regret that I send you on this service. After so long a cruise, and one in which you have rendered such important service, yourself, officers, and crew were entitled to a respite from active service;

but the great importance of capturing the rebel privateer will, I hope, be an incentive to all under your command cheerfully to perform this service.

One week is the time, I suppose, sufficient to make the cruise above designated.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Captain DAVID MCDOUGAL,
Commanding U. S. S. Wyoming, U. S. Navy Yard, Philadelphia.

Enquiry by the Secretary of the Navy of the commandant navy yard, Philadelphia, regarding the U. S. S. Juniata.

NAVY DEPARTMENT, *July 14, 1864.*

The paymaster of the *Juniata*, without authority, telegraphs for money to-day. Can the *Juniata* have remained in Philadelphia since the first order was sent to go out after the *Florida?*

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore C. K. STRIBLING,
Commandant Philadelphia Navy Yard, Philadelphia, Pa.

[Telegram.]

PHILADELPHIA, *July 14, 1864.*
(Received at Washington 9:40 p. m.)

SIR: Telegram received. Cause of *Juniata's* detention heretofore explained. Expect her to leave on Saturday.

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Report of commandant of Philadelphia Navy Yard to the Secretary of the Navy concerning the detention of U. S. S. Juniata at navy yard.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 15, 1864.

SIR: I received your telegram of yesterday and replied briefly to it. I beg leave to reply somewhat more in detail.

Mr. Schenck did ask my permission to telegraph to you about money. His not mentioning it, I suppose, was to avoid multiplying words in a telegram. As to the *Juniata's* not being off, you can not be more anxious about it than I am. On Sunday evening last I received your order to send her in pursuit of the *Florida;* since then the completion of the repairs of the machinery has been hastened as much as possible. Without their completion the vessel is not in a condition to go to sea. In such extensive repairs as have been made to the machinery of the *Juniata* it is impossible to estimate beforehand with any certainty the time required to complete them. In fact, the most experienced machinists can not form a correct estimate of time and expense until the machinery is taken apart. The engines of the *Juniata* have been taken entirely apart and many new pieces made to replace those unfit

to be put in again. The great delay in completing the repairs of this ship is, however, owing to the difficulty of obtaining men competent to do the work.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY YARD, PHILADELPHIA, *July 15, 1864.*
(Received at Washington 5:35 p. m.)

Telegram received. Will use every exertion to sail as soon as possible.

JNO. H. RUSSELL,
Lieutenant-Commander, Commanding U. S. S. Pontiac.

SECRETARY OF THE NAVY.

[Telegram.]

HAMPTON ROADS, *July 15, 1864.*
(Received at Washington 3:40 a. m.)

Cuyler, Fort Jackson, Monticello, and *Mount Vernon* arrived this morning. Nothing heard of the *Florida. Fort Jackson* captured the blockade runner *Boston*; *Gettysburg* captured the *Little Ada*; both inward bound. The *Tritonia* arrived this morning, having lost one barge, foundered; another in a sinking condition. Nothing heard of *Mount Washington* or *Cactus.* Bay rough. The *Florida* probably carried the mails of the *Electric Spark* to Bermuda. Shall I detain any of the blockaders now coaling here for any emergency, or dispatch them when ready to their usual stations? We are short of coal. Nights are growing light. Might make short cruises after *Florida,* return, coal, and join blockade ten days hence. *Minnesota* is at Point Lookout.

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Adams, U. S. Navy, commanding U. S. S. Mount Vernon, of the cruise of that vessel in search of C. S. S. Florida.

U. S. S. MOUNT VERNON,
July [15], 1864.

SIR: In obedience to orders from Acting Rear-Admiral S. P. Lee, I left Hampton Roads Sunday, July 10, at 9:45 a. m., with the U. S. steamers *Mount Vernon* and *Monticello,* to pursue and capture the rebel steamer *Florida* or other rebel steamer reported to be off the coast of the United States. After getting outside I steered N. E. by E., and at 6:45 p. m., in latitude 37° 30′ N., longitude 75° W., I came up with a vessel on fire. She appeared to be a vessel of about 400 tons, and had probably been on fire all day. After inspecting the vessel by steaming round her, I steered off N. E. by E. at full speed. At 9:45 p. m. I came up to within 700 yards of another vessel on fire, which went down before I could get closer. I judged her to be about 400 tons. Position, latitude 37° 40′ N., longitude 74° 40′ W. Believing now that I was on the

track of the *Florida* or other rebel steamer, I went ahead at full speed, steering N. E. by E., hoping to overhaul her by morning. After getting to the N. E. of Cape May, I changed my course frequently, and spoke vessels with the hope of getting some information, but was not successful. The weather on the 11th and 12th was very uncomfortable for a search. At noon of July 12 my position was latitude 40° 5′ N., longitude 71° 4′ W. I then steered off to the westward on my return, speaking vessels, none of which could give me any information in regard to any privateer on the coast. I anchored in Hampton Roads on the morning of the 15th, in consequence of the *Monticello* being nearly out of coal.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Master Gibbs, U. S. Navy, to forward information regarding the capture by the C. S. S. Florida of the steamship Electric Spark.

NAVY DEPARTMENT, *July 16, 1864.*

SIR: You will forward to the Department a full account of the capture of the steamer *Electric Spark*, as also all information obtained regarding the *Florida*—the number and caliber of her guns, number of crew, etc.

You will inform the Department if you consented to any parole, or gave any yourself, and if so, forward a copy.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Master WM. P. GIBBS, U. S. Navy,
East Wareham, Mass.

Order of the Secretary of the Navy to Lieutenant-Commander Russell, U. S. Navy, commanding U. S. S. Pontiac, to proceed in search of the C. S. S. Florida.

NAVY DEPARTMENT, *July 16* [*15?*], *1864.*

SIR: Leave the navy yard to-day at 7 p. m. with the U. S. S. *Pontiac* in search of the pirate *Florida*, last heard of 40 miles east of the capes of the Delaware. Whether she has gone off to the northward or eastward, or departed altogether, can only be ascertained by speaking vessels and touching into Nantucket or some adjacent port for telegraphic news.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander JNO. H. RUSSELL,
Commanding U. S. S. Pontiac, Washington.

[Telegram.]

NAVY DEPARTMENT, [*July 16, 1864.*]

Send an order off Wilmington for the *Shenandoah* to go [on] a cruise among the Windward Islands, as far as the French island of Martinique, in pursuit of the *Florida. She can not go* into an English port until

ninety days from the 21st June. The *Fort Jackson* should be kept ready for sea until some further information is obtained. The *Minnesota* will remain at Point Lookout for two or three days longer. Dispose of the other vessels as shall appear best. The sailors at Baltimore have returned to New York.

GIDEON WELLES,
Secretary.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NEW YORK, *July 17, 1864.*
(Received at Washington 6:50 p. m.)

The *Ticonderoga* just arrived No news of *Florida.* Comes for coal. Will dispatch her at once.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, of the cruise of that vessel in search of C. S. S. Florida.

U. S. S. TICONDEROGA,
Brooklyn Navy Yard, July 17, 1864.

SIR: I have the honor to report my arrival here from a cruise, my supply of coal being reduced to 50 tons.

During the cruise I kept well in the track of vessels bound to and from New York and Europe, running as far east as longitude 71°, and twice to the southward as far as Absecon Light and the mouth of Delaware Bay.

I could hear nothing of the *Florida* from the numerous vessels I spoke both from the northward and southward, and I am inclined to believe that immediately after she captured the steamer *Electric Spark* she made the best of her way back to Bermuda.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HAMPTON ROADS, *July 17, 1864—3:30 p. m.*
(Received at Washington 6 a. m., July 18.)

Telegram of 16th is received. *Shenandoah* is cruising for *Florida;* is ordered to return here for supplies.

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Gibbs, U. S. Navy, of the capture by the C. S. S. Florida of the American steamship Electric Spark.

EAST WAREHAM, MASS., *July 18, 1864.*

SIR: I sailed from New York for New Orleans on the steamer *Electric Spark* the 9th instant, 3:30 p. m., to join the U. S. gunboat *Pinola.* On the 10th, at 1 p. m., saw a sail standing toward us. When about 8 miles distant she set the English blue ensign and gained upon us very fast. When about 1,000 yards distant hoisted the Confederate flag and fired a rifle shell across our stern. Our steamer not stopping, another was fired, passing over just forward the mainmast; another fired forward the pilot house. The steamer was then stopped, *Florida* distant about 400 yards. She steamed across our stern, hailed, and asked, "Where from and where bound?" saying, "I will send a boat on board." Two boats came alongside, full of men and well armed, in charge of Second Lieutenant Stone, of the *Florida.* The ship was then taken possession of and the captain ordered on board the *Florida*, with his papers, and the mails were sent to the *Florida.* The captain immediately returned, and myself, with two Army officers, were ordered on board the *Florida* to be paroled. I was on board the *Florida* two hours and a half. Her armament consists of four 8-inch rifle guns aft, four large rifle guns forward, but did not ascertain the caliber of them; one 120-pound pivot rifle midship; has one spare gun lashed on side of engine hatch, covered with tarpaulin. The *Florida* is a long, rakish vessel, long lower masts, bark-rigged, which can be easily altered to a three-masted schooner by sending down the yards. She is English built and steams and sails 14 knots 6 fathoms; consumes 10 tons coal per day; has crew, as near as I could ascertain, [of] 225 men, mostly foreigners, except officers.

Was put on board of British schooner *Lane* with the passengers and sent to New York, at which city I arrived on the morning of the 12th. Immediately on my arrival I reported to Rear-Admiral Paulding, commanding New York Navy Yard. Enclosed you will find a copy of my parole, a duplicate of which I left with the commander of the *Florida*, with my signature affixed.

Respectfully, yours,

WM. P. GIBBS,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy.

[Enclosure.]

William P. Gibbs, acting master in the Navy of the United States of America, is hereby paroled upon his word of honor not to serve against the Confederate States or do garrison duty or other military duty until duly exchanged.

C. MANIGAULT MORRIS,
Commanding C. S. S. Florida.

JULY 10, 1864.

Report of Lieutenant-Commander Carpenter, U. S. Navy, commanding U. S. S. Marblehead, of the movements of that vessel in search of C. S. S. Florida.

U. S. S. MARBLEHEAD,
Holmes Hole, July 18, 1864.

SIR: I arrived here early this morning from Nantucket South Shoal, where I have been since Friday *last.* I have seen very few sail. I

spoke the light-ship Friday afternoon. They had seen nothing, or had no news, of the *Florida*. I think since the war there are few vessels passing near the light-ship, or we would have seen more, having been in sight of the light-ship many times. The last two days have been very thick and foggy, occasionally lighting up, but nothing in sight. I thought I would come in here and learn the news; shall return this afternoon. I have just come on shore and learned that there was a man on board one of the vessels here a few days since who was on board the *Florida*. He reported that that vessel made preparations to come through here and destroy the vessels in the sound, but something prevented it. I doubt if it is true myself, yet it could easily be done, as there are a large number of vessels going through here constantly and no protection. The people here seem to think some vessel ought to be here.

Very respectfully, your obedient servant,

C. C. CARPENTER,
Lieutenant-Commander.

Commodore G. S. BLAKE, U. S. Navy.

Report of commandant of Philadelphia Navy Yard to the Secretary of the Navy concerning delay in getting U. S. S. Juniata ready to go to sea.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 19, 1864.

SIR: When the *Juniata* was getting up steam on Saturday to proceed to sea a small elbow burst in the donkey steam pipe and other small defects prevented her machinery from working. These defects, etc., have not been made good. I enclose a report from Chief Engineer Follansbee, explaining the causes of delay in getting the *Juniata* off. When I received your telegram to send this vessel after the *Florida* she was still in the machinists' hands. By working night and day it was thought the work was finished on Friday night, but upon attempting to get up steam (there had been no time for trial of machinery) the defects as above stated prevented it. I shall have the *Juniata* towed to Wilmington to-day, where she can take on board the piece of machinery referred to by Mr. Follansbee, which I have ordered to be made there, as it will save time, and the ship get to sea two days sooner than if she remained here.

I have the honor to be, very respectfully, your obedient servant.

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Philadelphia, of the return of the U. S. S. Wyoming from cruise in search of C. S. S. Florida.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 19, 1864.

SIR: The U. S. S. *Wyoming* returned to the yard to-day from a cruise after the *Florida*. I enclose herewith report of Captain McDougal.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. WYOMING,
Philadelphia, July 19, 1864.

SIR: I have the honor to report my return.

In obedience to your order of the 14th instant I proceeded to sea and stood to the eastward, contending against fresh northeast winds and head sea.

Arriving in the meridian of Nantucket on the evening of the 17th, the chief engineer reported the feathers on the shaft where it is coupled were working loose; that with leaky boilers, and a tube burst in the condenser, which caused a great flow of water in the ship, I deemed it prudent to return.

I regret to report the drowning of George Fowler (ordinary seaman), when off Wilmington on my passage down.

I have the honor to be. very respectfully, your obedient servant,

D. MCDOUGAL,
Commander.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of Lieutenant-Commander Russell, U. S. Navy, commanding U. S. S. Pontiac, of the arrival of that vessel at New York from cruise in search of C. S. S. Florida.

U. S. S. PONTIAC,
New York Navy Yard, July 19, 1864.

SIR: I have the honor to report that on my cruise for the *Florida* I spoke the steamer *General Sedgwick* on the 17th instant, bound from Port Royal for New York, who had heard nothing of the *Florida*. On the same day [spoke] the Bremen bark *Schiller* in longitude 73° 10′ [W.], who could give us no information. On the 18th, 60 miles S. E. [of] Highland Lights, spoke and boarded the English brig *Blue Jacket*, from New York for Falmouth, and from her learned that the *Florida* was bound for Cherbourg, and, in connection with the *New Alabama*, lying off Calais, was contemplating attacking the *Kearsarge*, and that the *Tuscarora* [*Niagara?*] had left Antwerp, and had gone to the assistance of the *Kearsarge*.

The machinery requiring some repairing, I will leave as soon as they are made and cruise to the northward in search of the *Florida*, as per your orders.

I am, respectfully, your obedient servant,

JNO. H. RUSSELL,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *July 19, 1864.*

If *Ticonderoga* has not sailed, retain her for further orders. Answer.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING, U. S. Navy.
Commandant Naval Station, New York.

[Telegram.]

NAVY DEPARTMENT, *July 19, 1864.*

Have the *Ticonderoga* filled full of coal and ready to go to sea to-morrow night. Do nothing to detain the *Susquehanna*, and report when she can leave certainly.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of the commandant navy yard, Boston, transmitting report of Commander Creighton, U. S. Navy, commanding U. S. S. Circassian, of the cruise of that vessel in search of C. S. S. Florida.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, July 20, 1864.

SIR: I have the honor to enclose herewith the report of Commander Creighton of the cruise of the U. S. S *Circassian* in search of the pirate *Florida*.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CIRCASSIAN,
Navy Yard, Boston, July 20, 1864.

SIR: In obedience to your order of the 12th instant I went to sea on the morning of the 13th in search of the pirate *Florida*.

I cruised in all places where I supposed she might be found, keeping in the tracks of vessels bound to and from our coast, between the capes of Delaware and Cape Sable, speaking a number of vessels each day, but could not hear or see anything of her. On the banks off Cape Sable I spoke a number of fishermen, but with no better success.

My coal getting short, and feeling that I had carried out your order to the best of my judgment, I have returned to this port.

Acting Master Churchill gave me every assistance in his power.

Very respectfully, your obedient servant,

J. BLAKELEY CREIGHTON,
Commander.

Rear-Admiral S. H. STRINGHAM,
Commanding U. S. Navy Yard, Boston, Mass.

[Telegram.]

NEW YORK, *July 23, 1864.*
(Received at Washington 12 m.)

From the Herald of to-day:

Captain Charles Richards, of the bark *Ocean Gem*, reports July 17, Halifax, bearing W. about 22 miles, saw a steamer painted black, bark-rigged, with two smoke-

stacks, painted white, supposed to be the pirate *Florida*. A bark and brig near by were on fire. There was also another steamer close at hand, painted black.

G. W. BLUNT.

G. V. FOX,
[*Assistant Secretary of the Navy.*]

Letter from George W. Blunt, esq., to the Secretary of the Navy, regarding the movements of the C. S. S. Florida.

179 WATER STREET, *New York, July 23, 1864.*

SIR: Captain Richards's location I can not ascertain. The article telegraphed to the Department was taken from the Providence Journal. The opinion here among intelligent men is that the article is true, and that the captain of the *Florida* will try and land his goods in some of the British provinces, as I wrote to Mr. Fox this day.

Yours, respectfully,

GEO. W. BLUNT.

Hon. GIDEON WELLES.

[Telegram.]

PHILADELPHIA, *July 23, 1864.*
(Received at Washington 1:25 p. m.)

The *Florida* is reported off Halifax on 17th instant. Another steamer with her, supposed to be the *Electric Spark*.

WM. J. [S.?] TAYLOR & CO.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *July 23, 1864.*

If the *Juniata* has not sailed, retain her, and further orders will be given.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of the commandant navy yard, Philadelphia, regarding the U. S. S. Juniata.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, July 23, 1864.

SIR: The *Juniata* had left Wilmington for Hampton Roads to await the orders of the Department before your order to detain her here was received.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *July 25, 1864.*

SIR: Remain at Hampton Roads until further orders, unless some emergency like the late appearance of the *Florida* [arises], in which case act instantly, according to your best judgment.

GIDEON WELLES,
Secretary of Navy.

Captain WM. ROGERS TAYLOR,
Commanding U. S. S. Juniata, Hampton Roads.

[Telegram.]

HAMPTON ROADS, *July 25, 1864.*
(Received at Washington 6:25 a. m.)

Shenandoah arrived. Will take in supplies immediately. Nothing heard of *Florida*. Captain Ridgely's report forwarded by mail to-day.

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, of the cruise of that vessel in search of the C. S. S. Florida.

U. S. S. SHENANDOAH,
Hampton Roads, July 25, 1864.

SIR: In obedience to your order of the 10th instant, I left Hampton Roads on the afternoon of that day and stood to the eastward 50 miles, and then to the north and east along the steamboat line from Barnegat to Hatteras as far north as Henlopen. I cruised offshore and inshore between Cape Henlopen and Cape Hatteras without hearing anything of the *Florida*. On the 17th instant I touched in at the Delaware Breakwater to get intelligence. On the 21st instant I discovered what I supposed to be the wreck of the coal bark *Greenland*, by a spar some distance out of the water. On examination with a boat we found the vessel sunk in an upright position in 14½ fathoms of water, with her topmast head about 6 or 7 feet below the surface, with a number of spars attached, floating on the water. It was too rough for me to do anything toward destroying the wreck with boats. I regard it as a very dangerous wreck, as it is in the steamboat line between Barnegat and Hatteras. The position of the wreck is latitude 36° 37′ N., longitude 75° 7′ W., about E. S. E. from Cape Henry, distant about 50 miles; it can be seen in daylight 3 or 4 miles by a topsail yard in a perpendicular position some 15 feet above the water. I think that publicity should be given to the position of this wreck, as it is stationary and will take some time for the sea worms to destroy it.

As the *Florida* has not been heard from since the capture of the *Electric Spark*, I am of the opinion she has taken the steamer to some of the harbors around the Bahama Islands and Cays. Such harbors are very numerous and secluded, and afford all kinds of fresh supplies, and have little or no intercourse with other places.

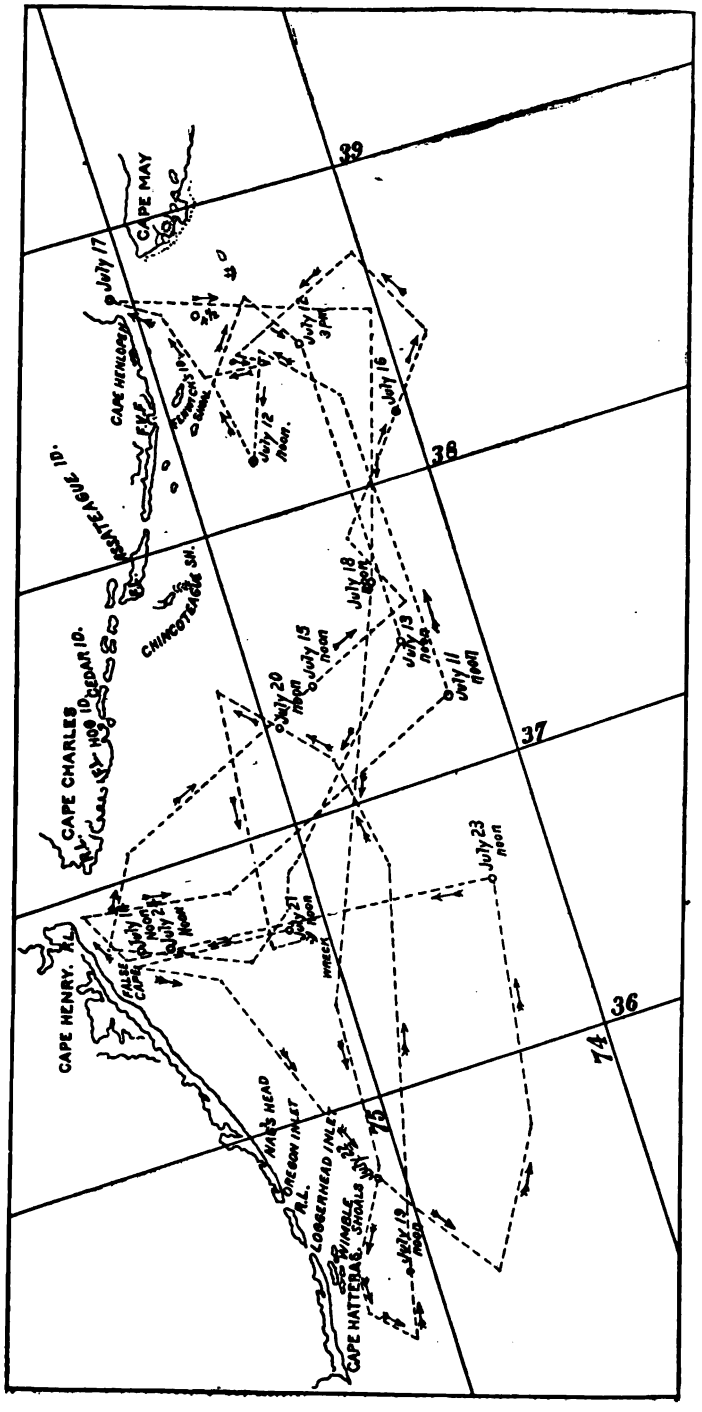
I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Cruise of the U. S. S. Shenandoah, July 10 to 24, 1864, in search of C. S. S. Florida, John S. Watson, acting master.



Order of the Secretary of the Navy to the commandant navy yard, Boston, to send the U. S. S. Saco in search of C. S. S. Florida.

NAVY DEPARTMENT, *July 27, 1864.*

SIR: The *Tristram Shandy* is reported to be ready in twenty-three days. The Department wished that vessel sent to Hampton Roads with only repairs sufficient to get her there.

If the *Saco* is able to go to sea, send her to the French Islands, near the Gulf of St. Lawrence, and to examine other out-of-the-way ports in that direction, to ascertain if the *Florida* has carried the *Electric Spark* there, as is supposed, for the purpose of landing the cargo.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM, U. S. Navy.

Order of the Secretary of the Navy to Lieutenant-Commander Mitchell, U. S. Navy, commanding U. S. S. Ascutney, to proceed in search of C. S. S. Florida.

NAVY DEPARTMENT, *August 1, 1864.*

SIR: Proceed to sea with the U. S. S. *Ascutney* and visit the fishing grounds on the eastern coast [of] French Islands, in the Bay [Gulf] of St. Lawrence, and make diligent enquiry as to the probability of the *Florida* having taken her prize, the steamer *Electric Spark*, to some out-of-the-way port in that vicinity. Return to Boston by the 1st of September next. Keep the Department advised of your movements. You will secure a good pilot for the cruise, giving him $100 a month and one ration a day.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander WM. MITCHELL,
Commanding U. S. S. Ascutney, New York.

Order of the Secretary of the Navy to the commandant navy yard, Boston, to detain the U. S. S. Saco for further orders.

NAVY DEPARTMENT, *August 2, 1864.*

SIR: Another vessel has been sent to the fishing grounds; therefore the *Saco* will await further orders when ready.

No report of the qualities of the *Saco* has been made by her commander for her last trip to Washington and back.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM, U. S. Navy,
Commandant Navy Yard, Boston, Mass.

Report of Acting Master Martin, U. S. Navy, commanding (pro tem) U. S. S. Michigan, of the arrival of that vessel at Johnson's Island, Lake Erie.

U. S. S. MICHIGAN,
Johnson's Island, July 14, 1864.

SIR: I have the honor, in the absence of Captain Carter, to report

the arrival of this ship at this place, in obedience to your orders* of the 8th instant, for such duty as therein stated.

I am, sir, very respectfully, your obedient servant,

E. G. MARTIN,
Acting Master, Commanding pro tem.

Hon. GIDEON WELLES,
Secretary of Navy.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the sanitary condition of the U. S. ship National Guard.

FLAGSHIP POWHATAN,
Cape Haitien, July 14, 1864.

SIR: A medical survey upon the sanitary condition of the storeship *National Guard*, a copy of which is herewith enclosed, having recommended "a speedy transfer of the vessel and crew to a Northern port," she has been ordered to Boston.

Upon an understanding with Rear-Admiral Bailey that provisions could be obtained at Key West, the *National Guard* sailed for that port on the 3d of May, and, it was supposed, in ample time to avoid any exposure to disease that might be developed in the hot season. Unforeseen delays, however, and the unusually early appearance of the fever has infected that ship so as to render it necessary to send her to a Northern port.

Should the Department order the return of the *National Guard* to this port as soon as health is restored, or by September or early in October, the present squadron can be supplied without inconvenience up to that time.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

AUGUSTA, ME., *July 15, 1864.*
(Received at Washington 2:05 p. m.)

Following is copy of dispatch received by me last evening from U. S. consul at St. John, New Brunswick:

A small raiding party left St. John last night (Wednesday) to commit depredations on Maine frontier. Will send you more definite information soon.

J. Q. HOWARD,
U. S. Consul.

Governor CORRY.

I think it would be expedient to patrol the coast from Kittery to Eastport with one or two gunboats.

SAML. CORRY,
Governor.

Hon. GIDEON WELLES,
Secretary Navy.

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* See p. 96.

[Telegram.]

AUGUSTA [ME.], *July 15, 1864.*
(Received at Washington 7:40 p. m.)

I have this moment the following dispatch from a most reliable source:

MACHIAS [ME.], *July 15, 1864.*

The St. John raiders went into Cutler [Me.] last night. About 2,000 tons. Left this morning about 5 o'clock. She is pierced for six guns. Her name is *Toongsuy*. Custom-house officers at Cutler boarded her and found her with regular clearance from St. John to China. She was deeply loaded.

W. B. SMITH,
Lieutenant-Colonel.

Governor CORRY.

You can not be too quick in getting out gunboats to look after this craft and her consort reported by morning papers.

SAMUEL CORRY,
Governor of Maine.

Hon. GIDEON WELLES.

[Telegram.]

ST. JOHN, NEW BRUNSWICK, *July 16, 1864.*

Governor Corry has already overrated importance of rebel demonstration from New Brunswick. There are no vessels whatever, and less than a score of men. A Union man with party will give due notice of all danger.

J. Q. HOWARD,
U. S. Consul.

F. W. SEWARD,
Assistant Secretary of State.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the return of that vessel to Antwerp, Belgium, from cruise in search of C. S. S. Florida.

U. S. S. NIAGARA,
Antwerp, July 16, 1864.

SIR: On the 2d instant I had the honor to inform you that I was about proceeding in search of the *Florida*. I have just returned to this port after an unsuccessful cruise, having gained no information of any pirates being in the [English] Channel, and from all I can learn the *Florida* has not as yet passed to the eastward of the Banks of Newfoundland.

On the 6th instant I discovered the U. S. S. *Sacramento* lying in the harbor of Cherbourg. Captain Walke came on board and informed me that he had arrived on the evening of the 5th instant, and that the *Kearsarge* had sailed soon afterwards for Dover. I am still without advices from the Department. In the event of receiving no instructions from you in the course of three or four days, I propose visiting Paris, to communicate personally with Mr. Dayton.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Magune, U. S. Navy, of the rumored presence of Confederate vessels off the coast of Maine.

ROCKPORT, ME., *July 18, 1864.*

SIR: I have the honor to make the following report in regard to some rebel steamers seen off the isle of Grand Manan by a merchant captain last Monday. I think the information can be relied upon as correct.

The captain informed me that he saw three rebel steamers steering alongshore to the west. They were all side-wheel, two stacks; hull lead color; stacks whitewashed; all burning English coal. He was not able to ascertain whether or not they were armed, but by appearance supposed that they were.

I deemed it my duty to inform the Department as early as possible, fearing that if those steamers were armed they might commit some depredations upon the defenseless harbors along this coast.

I am, sir, very respectfully, your obedient servant,

J. W. MAGUNE,
Acting Master.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the governor of Maine to the Secretary of the Navy, requesting the continued presence of United States vessels for the protection of that coast.

AUGUSTA, ME., *July 18, 1864.*

SIR: Your telegram announcing that my suspicions were groundless in regard to those vessels sailing from St. John was duly received and afforded me much gratification.

I have, however, respectfully to represent that the citizens of this State feel extremely sensitive, in view of the comparatively defenseless state of our coast and the utterly exposed condition of our coastwise commerce.

Circumstances have transpired within the last three days exciting strong suspicions that an attempt was about to be made to seize one or more steamers sailing out of Kennebec River, but the awakened vigilance on the part of their managers has prevented thus far its execution.

Having so much at stake on the ocean as well as on the coast, I respectfully ask that you will order one or more gunboats constantly to patrol the coast of Maine.

In making this request I feel that I am but simply doing my duty. We are at war with a brave, energetic adversary, fruitful in resources, ready to strike at any exposed point, and which, with one or two piratical cruisers, besides destroying a great amount of tonnage, has driven a large share of our commerce under the protection of the flags of other nations.

The exploits of the *Florida* within the present month should warn us that we are hardly safe outside our defenses.

Very respectfully, your obedient servant,

SAML. CORRY,
Governor of Maine.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the transfer of command of the U. S. storeship Relief, on account of the illness of Acting Master Turner, U. S. Navy.

U. S. S. WACHUSETT,
Rio de Janeiro, July 19, 1864.

SIR: I have the honor to report the arrival of the U. S. storeship *Relief* at this place on the 7th instant, with Acting Master E. S. Turner in charge, utterly incapacitated from performing any duty in consequence of an attack of paralysis.

I have therefore appointed Acting Master J. H. Stimpson, of this vessel, to the command in his stead, and I enclose herewith a copy of the letter of appointment.

I have detached Acting Ensign R. B. Moores from the *Relief*, to be ordered to the *Onward* on her arrival here, in exchange for one of the acting masters of that vessel, whom I will order to this ship as navigating master.

Should Acting Master Turner, now in the hospital here, sufficiently recover to perform the voyage, I will have him sent to the United States at an early opportunity.

The *Relief* will sail on the 21st instant.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *July 19, 1864.*

Let Drayton* give precise directions and a ship will be sent to follow them precisely. If successful he will be at once released unconditionally and Congress asked to reward him. Send on his directions by telegraph, as the vessel is ready and can leave to-morrow. One vessel was ordered to Martinique three days ago.

GIDEON WELLES,
Secretary of the Navy.

Major STEPHEN CABOT,
Commanding Fort Warren, Boston Harbor.

Letter from the U. S. consul, Paramaribo, Dutch Guiana, to the Secretary of the Navy, forwarding information regarding a Confederate vessel.

U. S. CONSULATE,
Paramaribo, July 20, 1864.

SIR: I beg to inform you that the captain of the brig *Luis Marina*, which arrived here last evening, reports that on the 17th of June he was spoken by a rebel craft in the South Channel. When she first hove in sight she had the Stars and Stripes at her peak, but on the captain's showing his (the English) flag she hauled down the Stars and ran up the rebel concern and bore away. She was bark-rigged, but could not distinguish whether she was a steamer or not.

I am, your most obedient servant,

HENRY SAWYER, *U. S. Consul.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

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* See p. 125.

[Telegram.]

HALIFAX, *July 20, 1864.*
(Received at Washington 5:50 p. m.)

Lieutenant Kell and several of crew [of] *Alabama*, and also several of crew [of] *Rappahannock*, arrived here in *Europa* last night. Destination unknown.

M. M. JACKSON,
U. S. Consul.

Hon. W. H. SEWARD.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of protection extended to the U. S. minister to Japan.

U. S. SHIP JAMESTOWN,
Off Yeddo [Japan], July 20, 1864.

SIR: I have the honor to inform the Department that on the 13th instant, at the request of General Pruyn, our minister resident in Japan, I took him on board and brought him to this place, and on the morning of the 16th landed with a guard of sixty men and escorted him to his residence in Yeddo.

The guard remains, and will continue as long as the minister shall deem it necessary to his safety, in the capital.

I am, very respectfully, your obedient servant,

CICERO PRICE,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at St. Michael, Azores, transmitting consular memoranda regarding suspicious vessels in those waters.

U. S. SLOOP OF WAR ST. LOUIS,
Ponta Delgada, Island of St. Michael, July 21, 1864.

SIR: I have the honor to inform you of our arrival at this port on the 20th instant, fourteen days from Madeira, the passage having been tediously protracted by a succession of calms and light winds. I propose to sail for Terceira and Fayal on the 24th.

I enclose our consular agent's memorandums of blockade runners and other suspicious steamers seen from St. Michael [Azores] since our visit here in February.

A side-wheel, two-piped, schooner-rigged, iron steamer, the *Elsie*, of Glasgow, arrived to-day, five days from Queenstown, and bound to Nassau. She has all the characteristics of a blockade runner, and is the counterpart of the *Mary Bowers*, of Glasgow, which left Madeira on the 3d of July for Nassau. They are to run between Nassau and Southern ports.

The steamer reported by Mr. Hickling as seen on the 29th of February, and supposed by him [to be] the *Florida*, could not have been her, as she was then at Madeira. The burning bark, I imagine, was a whaling bark trying out, as we have heard of no vessel destroyed at that time

in that neighborhood, and it is the second vessel that has been reported to me as seen burning near St. Mary [Santa Maria].

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—*July 22.*—I am informed that the last three steamers which have arrived here are part of a fleet of eighteen now being prepared for the same company.

Very respectfully,

G. H. P.

[Enclosure.]

ST. MICHAEL, *July 20, 1864.*

Since Captain Preble (*St. Louis*) was here in February I have to record:

February 23, 1864.—English steamer *Sea Queen*, Captain ———, from Matamoras for England, with 1,623 bales cotton, for coal.

February 29.—A large steamer passed the roadstead to the eastward, close in. Supposed to be the *Florida*, as a few days after a bark was burning near the chief town of St. Mary [Santa Maria.]

May 3.—English steamer *Mary Celestina*, from Glasgow for Bermuda, took in coal.

June 13.—A large steamer was in the bay north of this island cruising.

June 17.—Two steamers were in same bay cruising to and fro.

June 24.—English steamer *Falcon* (*290*), Captain Fisher, from Glasgow for Bermuda, took in 260 tons coal.

July 16.—English steamer *Flamingo*, Captain Atkinson, from Glasgow via Queenstown, brought dates [news] to 9th July. The captain reported that two or three steamers were coming for coal.

July 21.—Steamer *Elsie*, of Glasgow, five days from Queenstown, brought news from United States to July 1.

THOMAS HICKLING.

[Telegram.]

NAVY DEPARTMENT, *July 22, 1864.*

If you are satisfied that Drayton will go in a man-of-war you are authorized to release him and direct him to call on Captain Steedman, commanding U. S. S. *Ticonderoga*, at New York, who will have orders to take him. Answer by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Major STEPHEN CABOT,
Commanding Post at Fort Warren, Boston.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, regarding landsmen and boys for vacancies on United States vessels.

U. S. SLOOP OF WAR ST. LOUIS,
Ponta Delgada, Island of St. Michael, July 23, 1864.

SIR: While at Madeira I shipped nine of the islanders, with consent of the governor, as landsmen and boys, to fill vacancies on board. The difficulty was to resist the importunity of applicants. I find the *same here. Should* the Department wish for any number of landsmen

or boys they can be easily obtained at any of these islands, and without infringement of any laws of neutrality. From my past experience I know that the Madeirienses [Madeirans] become good seamen, and generally remain in and are attached to the service. A vessel coming on the station could fill up her complement of landsmen and boys at the Azores or Madeira without paying bounties and without taking any from home service.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, in relation to the search for Confederate vessels.

NAVY DEPARTMENT, *July 23, 1864.*

SIR: From information which has been communicated to the Department it is thought that the pirate *Florida*, which has recently been depredating near our coast, will proceed toward the line or to the vicinity of the [As] Rocas. It would be well, therefore, for you to be on the alert.

If you should meet with a sailing vessel suspected of being a tender to these pirates, hoist Marryat's signal No. 5 at the fore. If replied to by the same signal, search the vessel for extra crew or for any other objects that will authorize a seizure.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander N. COLLINS,
Commanding U. S. S. Wachusett, Bahia, Brazil.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding U. S. steamers Powhatan and Galatea.

FLAGSHIP POWHATAN,
Cape Haitien, July 23, 1864.

SIR: I have the honor to report the *Powhatan* and *Galatea* at this port; all well.

I shall sail to-morrow for a short cruise to the Windward Islands.

The *Galatea* will continue the convoy of the California steamers.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to cruise in search of C. S. S. Florida.

Confidential.] NAVY DEPARTMENT,
Washington, July 23, 1864.

SIR: The *Florida* has committed some depredations on our coast and departed probably for Martinique, whence she will no doubt cruise to the southward and eastward in the track of our homeward-bound vessels via the Cape of Good Hope, as has been the case heretofore. On the receipt of this order you will fill up with coal, and, keeping your departure a secret from every person, you will proceed with all practicable dispatch to the ground indicated above, touching only for coal on the way. If nothing is heard of the *Florida* in cruising to the southward and westward, go to Fernando de Noronha, the [As] Rocas, Martinique, and St. Thomas, thence home.

If you meet with a sailing vessel suspected of being a tender to these pirates, hoist Marryat's signal No. 5 at the fore. If replied to by the same signal, search the vessel for extra crew and for any other objects that will authorize a seizure.

I trust that you may close your cruise by the same exhibition of skill which has already been so creditable to you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain JOHN A. WINSLOW,
Commanding U. S. S. Kearsarge, Cherbourg, France.

[Telegram.]

FORT WARREN, *Boston* [*Mass.*], *July 23, 1864.*
(Received at Washington 9:20 a. m.)

Telegram received. Will send Drayton with an officer to New York, reporting him to Captain Steedman by p. m. train.

Very respectfully,

S. CABOT,
Major, Commanding Post.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *July 23, 1864.*

Receive on board the *Ticonderoga* Mr. Drayton, a gentleman from Boston. Confidential instructions to you by to-night's mail.

GIDEON WELLES,
Secretary of Navy.

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, New York.

Instructions of the Secretary of the Navy to Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, regarding a cruise in search of the C. S. S. Florida.

NAVY DEPARTMENT, *July 23, 1864.*

SIR: Transmitted herewith are confidential instructions of this date, directing you to proceed in search of the *Florida*. If in the course of *your cruising* in pursuance of those instructions you should not, after

a reasonable time, hear of the *Florida*, or should learn that she has entered a port of Europe, you will return home. Keep the Department advised of your movements.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, New York.

[Enclosure.]

Confidential.] NAVY DEPARTMENT,
Washington, July 23, 1864.

SIR: Mr. A. L. Drayton,* a Southern planter, captured last year in the *Tacony*, has given reliable information concerning the *Florida*, and is willing and anxious to assist in her capture by indicating her future movements. He says she will be at the [As] Rocas, about latitude 3° 55′ S., longitude 33° 43′ W., on or about the 25th August; and, to conceal the movement and the object of his mission on board, I have given him the enclosed appointment, which you will present to him, and thus no one but yourself and Mr. Drayton will have any knowledge of the mission you are to embark upon. How far this gentleman's knowledge can be depended upon it is impossible to say, but you will use every exertion to be at the [As] Rocas before the 25th proximo, and then act upon your own judgment, after hearing all Mr. Drayton has to say.

You will be following out the wishes of the Department by pursuing the *Florida* wherever she has gone, and no senior officer will interfere with this duty.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain CHARLES STEEDMAN,
Commanding U. S. S. Ticonderoga, Navy Yard, New York.

[Subenclosure.]

NAVY DEPARTMENT, *Washington, July 23, 1864.*

SIR: You are hereby appointed a pilot in the U. S. Navy on temporary service, and you will report for duty to Captain Charles Steedman, U. S. Navy, commanding the U. S. S. *Ticonderoga*, at New York.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Mr. A. L. DRAYTON,
New York.

[Telegram.]

NAVY DEPARTMENT, *July 23, 1864.*

Do not sail under Department's orders until you have thoroughly sifted the report of the *Florida* being near Halifax. Report by telegraph.

GIDEON WELLES,
Secretary of Navy.

Captain CHAS. STEEDMAN,
Commanding U. S. S. Ticonderoga, New York.

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* See *pp. 120, 122.*

Order of the Secretary of the Navy to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento.

NAVY DEPARTMENT, *July 23, 1864.*

SIR: Your dispatches reporting your arrival on the European coast have been received. You will remain there for the protection of our commerce and interests until otherwise ordered.

Very respectfully,

GIDEON WELLES,
Secretary of Navy.

Captain H. WALKE,
Commanding U. S. S. Sacramento, Cherbourg, France.

[Telegram.]

NAVY DEPARTMENT, *July 24, 1864.*

Several important telegraphic dispatches sent yesterday to Captain Steedman have not been acknowledged. Direct him to proceed to carry out his confidential instructions, unless his pilot has other information.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY YARD, NEW YORK, *July 24, 1864.*
(Received at Washington 4:30 p. m.)

Captain Steedman received Department's telegram. Pilot investigating. Will go to sea to-morrow.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

Reply of the Secretary of the Navy to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding an increase of the crew of that vessel.

NAVY DEPARTMENT, *July 25, 1864.*

SIR: In reply to your letters of April 30 and June 28, requesting an increase of the crew and battery of the U. S. S. *Sacramento* (second rate), under your command, you are informed that in the judgment of the Department the number of the crew (202), exclusive of marines, as shown by your return of April 1, 1864, is sufficient to fully man the battery and other divisions of the *Sacramento.*

The weight of the present battery of the *Sacramento* is very nearly the same as that of her original battery, and it is not deemed desirable to increase it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain H. WALKE,
Commanding U. S. S. Sacramento.

Report of the commandant navy yard, New York, of the departure of the U. S. S. Ticonderoga.

NAVY YARD, NEW YORK, *July 25, 1864.*

SIR: The U. S. S. *Ticonderoga*, Captain Steedman commanding, left this yard this day at 1 p. m.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the U. S. minister to Great Britain to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the expected departure from Liverpool of the steamer Georgia.

LEGATION OF THE UNITED STATES,
London, July 27, 1864.

SIR: I learn from the vice-consul of the United States at Liverpool that the steamer heretofore known as the *Japan*, or the *Georgia*, purporting to have been sold or transferred to British subjects, is about to sail from Liverpool for some destination unknown, but believed to be with unfriendly intentions to the United States.

The validity of a sale of a belligerent vessel in a neutral port in time of war has ever been denied by Great Britain when a party to the war, and is now denied by the United States. This vessel is therefore open to capture and condemnation as lawful prize of war wherever she may be found upon the high seas, no matter what may be the national character she assumes.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Commodore THOS. T. CRAVEN, U. S. Navy,
U. S. S. Niagara.

(Same letter as above was sent to Captain John A. Winslow, U. S. Navy, commanding U. S. S. *Kearsarge.*)

Letter from the assistant secretary of legation at London to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, giving information regarding the steamer Georgia (Japan), at Liverpool.

LONDON, *July 27, 1864.*

MY DEAR SIR: I beg to forward another letter received from Liverpool.

The *Georgia*, or *Japan*, is still at that port, but evidently preparing for mischief. Her brass tracks, or rails, for the gun carriages have been taken up from the deck and stowed in her stokehole, but no other change has been made in her as a man-of-war, although it is pretended that she was lately sold for commercial purposes. She has also attached to her three of the noncommissioned officers who were in her before, one of whom, named Jackson, formerly quartermaster, is now called gunner. She has likewise been joined by the boatswain of the *Alabama*, and

Semmes is at Liverpool with Bulloch concocting some roguery. It is reported that her nettings are to be fitted up for the hammocks. She has not made any preparation yet for sea, but she could be coaled and ready in twenty-four hours.

A blockade runner called the *Owl*, said to be fast, is ready to sail from Liverpool, and Semmes may go in her. Kell is said to have gone three weeks ago in a blockade runner from the above port.

I am, my dear sir, your obedient servant,

BENJAMIN MORAN.

Captain JOHN A. WINSLOW, U. S. Navy.

Letter from Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding C. S. S. Rappahannock.

U. S. S. KEARSARGE,
Off Dover, July 28, 1864.

SIR: I enclose herewith certain documents for your consideration. I have no one to copy them and am therefore compelled to ask you to return them after perusal.

I am watching the *Rappahannock*. She has steam up every day. Report says [she] is about being towed to Cherbourg by a French man-of-war.

I have written Mr. Dayton to enquire into it, but in the meantime am on the lookout.

Very respectfully, your obedient servant,

JNO. A. WINSLOW.

Commodore T. T. CRAVEN,
Antwerp.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Brest, France, from New York.

U. S. S. IROQUOIS,
Harbor of Brest, France, July 29, 1864.

SIR: I have the honor to report the arrival of the *Iroquois* at Brest this morning after a passage of less than nineteen days from New York, a large part of which was made under sail. We have had an unusually rough passage for the season, and much disagreeable weather. The ship is a good sea boat, although very wet and uncomfortable.

I am led to believe that the change in her battery has made her much easier at sea—that she rolls less heavily and with a decreased jerk.

I have several very intelligent petty officers on board, who have served in the ship in all her cruises, and they are very positive in the assertion of this opinion, which is also held by the boatswain, Mr. Downs, who served in the ship under Captain Case. I have much confidence in his judgment.

The officers and crew are in good health. As soon as I can take in coal I shall be ready for service. I have not yet seen our consul, as the ship has been placed in quarantine, from which she will be released in a day or two.

I have informed our minister at Paris of my arrival, and of the instructions under which I have come hither.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Governor of Maine, relative to protection of American interests in that quarter.

NAVY DEPARTMENT, *July 29, 1864.*

SIR: In reply to your letter of the 18th instant, I have the honor to inform you that the coast of Maine will occasionally be visited by our men-of-war for the protection of American interests in that quarter, but the Department has no vessel which it can permanently station off that coast without interfering with other and more important service.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

His Excellency SAMUEL CORRY,
Governor State of Maine.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of civilities extended to the officers of that vessel while in the port of Antwerp, Belgium.

U. S. S. NIAGARA,
Off Start Point, English Channel, August 1, 1864.

SIR: On the 16th ultimo I had the honor to inform you of my return to Antwerp, after an unsuccessful cruise in search of the pirate *Florida.*

In consequence of information received on the 28th ultimo from our minister at London, I am now on my way to Liverpool to intercept, if possible, and send to the United States the steamer heretofore known as the *Japan*, or the *Georgia*, purporting to have been sold or transferred to British subjects.

In taking leave of the Scheldt it seems proper that I should bring particularly to your notice the very kind manner in which the arrival of the *Niagara* was welcomed there by the good citizens of Antwerp. Immediately on my first arrival there I called upon the two governors, civil and military, and the burgomaster, and exchanged salutes with their flag. From that time until our final departure there was one constant interchange of civilities between us. After visiting the authorities of the city I went to Brussels and, accompanied by our minister, Mr. Sanford, called upon the ministers of foreign affairs, of war, and of marine, and a few days before leaving was presented to the Duke of Brabant. These visits were all promptly returned, when I availed myself of the many opportunities of firing the proper salutes and to show to them the *Niagara*, the first American vessel of war and the largest ship which had ever visited the waters of Belgium.

On the evening of the 22d ultimo General Desert, the military governor, paid us the high compliment of heading a large party of serenaders, which, putting off upon two pontoons, anchored near the ship and regaled us with their music for nearly two hours. Besides the kindly feeling and the deep sympathy in our troubles expressed toward us by those in high office, we had every evidence of the same sentiments wherever we were thrown in contact with their people, and in acknowledgment of their civilities, excepting at times of exercise, our ship was thrown open to all visitors, and it is an inside estimate when I say that no less than 30,000 persons availed themselves of the opportunity.

Very respectfully, your obedient servant,

THOS. T. CRAVEN, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the assistant secretary of legation, London, to Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the movements of the steamer Georgia (Japan).

LONDON, *August 2, 1864.*

MY DEAR SIR: The *Georgia* entered outward yesterday at Liverpool to load for Lisbon and west coast of Africa. She is entered by E. Bates, a rebel agent, and W. Withacomb is rated as master.

She is still rebel and is going out on her old trade.

Semmes was at Liverpool on Thursday last, but there is no trace of him since. It is supposed he has gone into the country. Sinclair is at Liverpool.

The *Sacramento* will be at Falmouth to-day. I have telegraphed Captain Walke about the movements of the *Japan*, alias *Georgia*.

With best regards, most truly, yours,

BENJN. MORAN.

Captain JOHN A. WINSLOW, U. S. Navy.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding supposed blockade runners Hope and Ella and the steamer Georgia.

U. S. S. SACRAMENTO,
Falmouth, England, August 2, 1864.

SIR: I have the honor of reporting the *Sacramento* at this port this morning from Cork, Ireland. Upon the representations of the consul at Cork to our minister at London that there were two large, powerful steamers in that port, viz, the *Hope*, of Liverpool, and the *Ella*, of Glasgow, evidently built for blockade running, and flying the rebel flag at foremast-head while they were in that port, and his Excellency Charles F. Adams sending information to me that these vessels would be legal prizes if captured at sea, I immediately had the engines got ready and started for that port; but the rebel vessels had sailed several days previous to my arrival. I proposed to go to the Western Islands in search of them, [to] which Mr. Adams replied by telegraph that I must

do as I thought best. I then ran over to this port for any communications by the mail just arrived, as my orders are to cruise on the coast of Europe. I have just received another telegram from Mr. Adams, informing me that the *Georgia* entered outward yesterday at Liverpool for Lisbon.

The *Niagara*, I am informed, is also there. I will go out in search of the *Georgia* and cruise down the coast as far as Lisbon and Cadiz, where I will get provisions, stores, and coal, as I can not get such clothing required for our crew ready-made. We have visited the ports of Cherbourg, Dover, Boulogne, Flushing, Antwerp, Cork, and Falmouth since we left Lisbon.

Very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the intended departure of that vessel from Rio de Janeiro in search of the C. S. S. Florida.

U. S. S. WACHUSETT,
Rio de Janeiro, August 3, 1864.

SIR: Our consul here received yesterday from our consul at Bahia information of a rumor at the latter place of the presence of the rebel steamer *Florida* on the northern coast of this Empire.

I will therefore proceed to sea this day to carry out the instructions of the Department.

The U. S. ship *Onward*, now here, will also leave to-morrow for the same purpose.

The U. S. storeship *Relief* sailed on the 23d day of July from here for her place of destination.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *August 4, 1864.*

Land at quarantine all the sick of the *Merrimac* and all who have a tendency to fever and then send the *Merrimac* on a cruise to the fishing grounds as far as St. John's, Newfoundland, to return to Portsmouth, N. H., by the 1st of September. Send the *Ascutney*, Lieutenant-Commander Mitchell, to Washington.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Letter from the assistant secretary of U. S. legation, London, to the U. S. vice-consul at Liverpool, regarding the charter by the Portuguese Government of steamer Georgia.

LONDON, *August 4, 1864.*

MY DEAR SIR: I at once, on the receipt of your note, wrote to the Chevalier dos Santos about the *Georgia's* having been chartered by his Government. He wrote back that—

> The Portuguese Government have chartered the steamer *Georgia*, now at Liverpool, not to convey troops from Lisbon to Africa, but to ply (I believe under the English flag) between Portugal and our possessions in Africa.

He further adds that if there is anything wrong in this he is sure his Government will give all needful explanations.

I have told him that we still consider the vessel a pirate and will capture her at sea if possible. This may put an end to the charter party.

As matters stand the depositions will not be used now, but Commodore Craven should not let the *Japan* escape.

Mr. Adams is out of town.

There are no letters for the *Niagara.*

Ever truly, yours,

B. MORAN.

H. WILDING, Esq.,
U. S. Vice-Consul, Liverpool.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the movements of flagship Powhatan.

FLAGSHIP POWHATAN,
Cape Haitien, August 5, 1864.

SIR: I have the honor to report this ship from St. Thomas, whence, having obtained a small supply of provisions, filled up with coal, and remained long enough to hear from all the Windward Islands, I returned to this port.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, of movements of that vessel in search of C. S. S. Florida.

U. S. S. TICONDEROGA,
St. Thomas, West Indies, August 5, 1864.

SIR: I have the honor to report my arrival here on the 3d instant.

Having filled up with coal and made some necessary repairs to the engines, I will leave to-day to carry out my instructions, looking into Fort Royal (Martinique) and perhaps Barbados.

I can hear nothing of the movements of the *Florida*, with the exception of a vague rumor that she has run into Wilmington, to which I give no credit.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. vice-consul at Liverpool to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding expected departure of steamer Georgia to Portugal.

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water Street, August 8, 1864.

COMMODORE: It was unfortunate that your boat came so late on Friday morning, for when I returned I found a message waiting that the *Georgia* had been detained at the request of the Portuguese minister, and it was then too late to let you know.

The *Georgia* is here yet. She was just going through the gate on Friday when the order came by telegraph to stop her until further orders. To-day orders came to let her go, and at tide turn she left the dock and is now at anchor off the Rock Fort. I think she will go during the night, and when she has gone I will telegraph you, care of consul at Lisbon.

I am informed this morning that the lieutenant commanding at the North Fort had his guns ready to exchange salutes with you as you went down, and waited for you to fire first. As you did not fire, but only dipped your flag, he only did the same. I have explained that you wished to be courteous, and that there must be some mistake as to the etiquette as to who should fire first. As you were going out I should think he should have fired first, but I am not posted in naval etiquette.

Yours, truly,

HY. WILDING.

Commodore CRAVEN.

Instructions from the Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, for an extended cruise for the protection of American commerce.

NAVY DEPARTMENT, *August 9, 1864.*

SIR: On the receipt hereof you will leave the coast of Europe with the *Iroquois* and proceed to Madeira, thence to the Canary Islands, the Cape Verde Islands, Fernando de Noronha, along the coast of Brazil, touching at Rio de Janeiro and Montevideo, and across to the Cape of Good Hope, anchoring on the way at Tristan da Cunha if convenient.

From the Cape of Good Hope you will proceed to Batavia, via Mauritius and Bombay, or, if more convenient, direct to Batavia. The latter place will be your headquarters, to which all dispatches and other mail matter for you will be sent.

Your cruising ground will be generally between Batavia and the passages to the eastward through which our commerce goes, and as far

west as Bombay. If any rebel craft should appear east of the Cape of Good Hope it will be your duty to follow her without regard to the limitations of your cruising ground as above indicated.

The chief object of your cruise is the protection of our commerce in the East against the depredations of rebel privateers, and you will use all vigilance to detect and arrest any movement of that kind. It is not known that there is at this time any piratical vessel under the rebel flag east of the Cape of Good Hope, but they may be dispatched thither. On your way out make diligent enquiry at the several points at which you touch for information concerning pirates, but keep your movements to yourself.

Communicate with the Department as opportunities offer.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Brest, France.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. S. Susquehanna.

NAVY DEPARTMENT, *August 10, 1864.*

SIR: Have the *Susquehanna* kept ready for sea and anchored in a convenient situation and prepared for any orders that the Department may send.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, regarding affairs in Japan, transmitting letter from the U. S. minister to that country.

U. S. S[HIP] JAMESTOWN,
Yokohama, August 10, 1864.

SIR: This ship returned from Yeddo to this anchorage on the 7th instant, the minister having completed the business that took him to that place, satisfactorily, I believe.

In this connection I enclose his communication to me of the 8th instant. While at Yeddo intelligence reached that place that the American steamer *Monitor* was fired into in the early part of July at the little harbor of Tukugawa [Tokuyama], in latitude 34° 23′ N., [longitude] 131° 8′ E., in the dominions of the Prince of Nagato. The pretext for going into that place was the want of coal and water, on her way from Hakodadi to Nagasaki.

The *Monitor* has been knocking about Japan for the past twelve months for sale. Our minister at once brought the affair to the notice of the Tycoon's Government, and as soon as they get the particulars they promise to treat of it. This prince is the most rebellious of all the daimios, and it is he whom the combined treaty powers propose to *attack.*

This day the British ships returned from the Inland Sea, where they had been to deliver the ultimatum of the treaty powers. I think the reply is not satisfactory, as he asks for more time. A few days will determine what action will be taken.

The French will now join the other treaty powers, as the admiral has informed me since my return from Yeddo. I suppose a meeting of the naval commanders and the military will be held in a day or two upon the subject.

I have the honor to be, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

LEGATION OF THE UNITED STATES IN JAPAN,
Kanagawa, August 8, 1864.

SIR: The Japanese Government having arranged to my satisfaction the claims which I had been instructed to make by the President of the United States, it is my pleasant duty to acknowledge the great assistance which you so promptly rendered me in bringing the negotiations to a successful termination.

The small naval force in these waters left me little choice as to the mode of procedure. Had it been much larger, however, I should have adopted the course which I determined on, and which has proved, as I expected, entirely successful.

Fortunately, the Gorojio, by formally and in writing announcing their inability to guarantee my safety in Yeddo, enabled me to apply to you for a guard for the legation on resuming my residence in Yeddo, which I determined to do for the purpose of bringing pending negotiations to a speedier issue.

I have now to thank you for your prompt compliance with my wishes, and to announce to you that I shall not fail to inform the Secretary of State of the high discipline and uniform good conduct of the officers and men detailed by you as a legation guard.

Though located for more than three weeks in the heart of Yeddo, and in constant contact with the Japanese officers and soldiers, with whom they pleasantly fraternized, not an unpleasant word, or even an unfriendly look, marred the uniform good feeling which prevailed.

I have the honor to be, sir, very respectfully, your obedient servant,

ROBERT H. PRUYN,
Minister Resident in Japan.

Captain C. PRICE,
Commanding U. S. Ship Jamestown.

Letter from Captain Price, U. S. Navy, commanding U. S. ship Jamestown, to the U. S. minister to Japan, acknowledging commendatory letter.

U. S. S[HIP] JAMESTOWN,
Yokohama, August 10, 1864.

SIR: I have great pleasure in acknowledging the receipt of your very civil and flattering letter of the 8th instant, growing out of the connection of this ship with your late residence in Yeddo.

The officers and men who composed the legation guard will be as much gratified as myself at the complimentary terms in which you speak of their discipline and good conduct.

The duty devolved upon the guard was a very delicate one. To surround your residence for the time it did, in the center of a very large city and among a prejudiced and sensitive people, and that, too, without unfriendly collision of any kind, but to leave behind a friendly feeling, is certainly more than I had anticipated.

I shall have great pleasure in forwarding your communication to the Navy Department. I beg to offer you my hearty congratulations upon the success of your mission to the capital, and to express the belief that both our Government and people will duly appreciate the energy and perseverance which marked so signally and successfully your proceedings.

I have the honor to be, with the highest respect, your most obedient servant,

CICERO PRICE,
Captain, U. S. Navy.

Hon. ROBT. H. PRUYN,
Minister Resident to Japan, Kanagawa.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the receipt of Department's orders.

U. S. S. KEARSARGE,
Off Dover, England, August 11, 1864.

SIR: I have the honor to inform the Department of receipt of the letter* of the 23d ultimo, marked confidential. I shall proceed to-day in obedience to the order, carrying out the instructions as indicated, and subsequently returning to the United States.

Very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

LIVERPOOL, *August 11, 1864—11:15 a. m.*

Georgia sailed this morning. Inform *Niagara.*

[THOMAS H. DUDLEY,]
[*U. S.*] *Consul, Liverpool.*

AMERICAN CONSUL,
Lisbon.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, of affairs at Johnson's Island, Lake Erie.

U. S. S. MICHIGAN,
Sandusky, Ohio, August 11, 1864.

SIR: I feel it my duty to report to the Department that this ship has been lying within a cable's length of the prison on Johnson's Island for over thirty days, in obedience to the order of the Department of July 8.

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* See p. 124.

The ship's usefulness at other points on the lake is much impaired, in my opinion, and is rather an incentive to the large force on shore to relax their vigilance in guarding the prisoners from escape; and, as an evidence of the fact, some twenty-two escaped from the prison the day before yesterday, by assuming the Union uniform, but were all captured as soon as discovered absent. There have been only seven of the prisoners who have escaped since the prison was established, and from what I can learn, they escaped after the force on the island was increased.

I make this statement that the Department may understand the condition of affairs at this point.

I am, sir, very respectfully, your obedient servant,

J. C. CARTER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Search for the C. S. S. Tallahassee.

[Telegram.]

FIRE ISLAND [NEW YORK], *August 12, 1864.*
(Received at Washington 5 p. m.)

The Confederate steamer *Tallahassee*, commanded by John Taylor Wood, captured last evening six vessels in latitude 40° 19′ [N], longitude 72° 27′ [W], one of them being pilot boat *No. 22;* made a cruiser of her. Sixteen of the passengers and crew have been landed here; the balance have been sent to New York by schooner *Carrol.*

The names of the vessels: Schooner *Sarah A. Boyce*, of Absecon, sunk; the pilot boat *No. 22*, brig *A. Richards*, of Boston, burned; bark *Bay State*, of Boston, burned; brig [*Carrie*] *Estelle*, Boston, burned; schooner *A. Harton* [brig *A. Richards?*], of Maine, burned; schooner *Carrol*, of Maine, bonded for $10,000.

Tallahassee has two pipes, painted white; double screws; two small masts without yards. When last seen was steering southeast.

WM. H. LUDLOW.

SECRETARY NAVY.

[Telegram.]

BROOKLYN, *August 12, 1864.*
(Received at Washington 6:50 p. m.)

Pirate off Sandy Hook capturing and burning. Have sent *Susquehanna*, *Pontoosuc*, and *Eolus* in pursuit and hope to get the *Grand Gulf* to-morrow. Have seized ice and loading. Hope to get *Amphitrite* off to-morrow.

H. PAULDING,
[*Commandant.*]

Hon. GIDEON WELLES.

[Telegram.]

NEW YORK, *August 12, 1864.*
(Received at Washington 8:45 p. m.)

New pirate *Tallahassee*, painted white, two funnels, two screws, 230 feet length, 20 beam, fore-and-aft schooner rig, three guns, crew 120 all

told, mostly soldiers, escaped from Wilmington six days ago. Destroyed five vessels. Has the pilot boat *James Funk, No. 22*, of New York, as tender. Chases vessels with Union flag. Last seen steering southeast to meet a vessel to supply her with coal. Straight stem, no bowsprit. Said to steam 14 knots. Short of coal. Have conversed with crew of pilot boat. Pirate commanded by John Taylor Wood, C. S. Navy.

B. S. OSBON,
Herald.

G. V. FOX,
Assistant Secretary [Navy].

[Telegram.]

BROOKLYN, *August 12, 1864.*
(Received at Washington 9:55 p. m.)

Pirate *Tallahassee*, now committing depredations off New York, is a small English-built propeller, square stern, no bowsprit, schooner rigged, small masts without yards, two smokestacks. Hull and smoke stacks painted white; bottom red. Burns hard coal and is not fast.

A. LUDLOW CASE,
For Commandant.

NAVY DEPARTMENT

Order of the commandant navy yard, New York, to Captain Stevens, U. S. Navy, commanding U. S. S. Pontoosuc, to proceed to sea in search of C. S. S. Tallahassee.

NAVY YARD, NEW YORK, *August 12, 1864.*

SIR: Proceed to sea and cruise for a piratical steamer, the *Tallahassee*, the description of which is herewith enclosed. Your judgment must be your guide with the information you may receive. The *Susquehanna, Grand Gulf, Pontoosuc*, and *Eolus* will be sent.

Go easterly.

Your most obedient servant,

H. PAULDING,
[*Commandant.*]

Captain STEVENS,
Pontoosuc, New York.

[Telegram.]

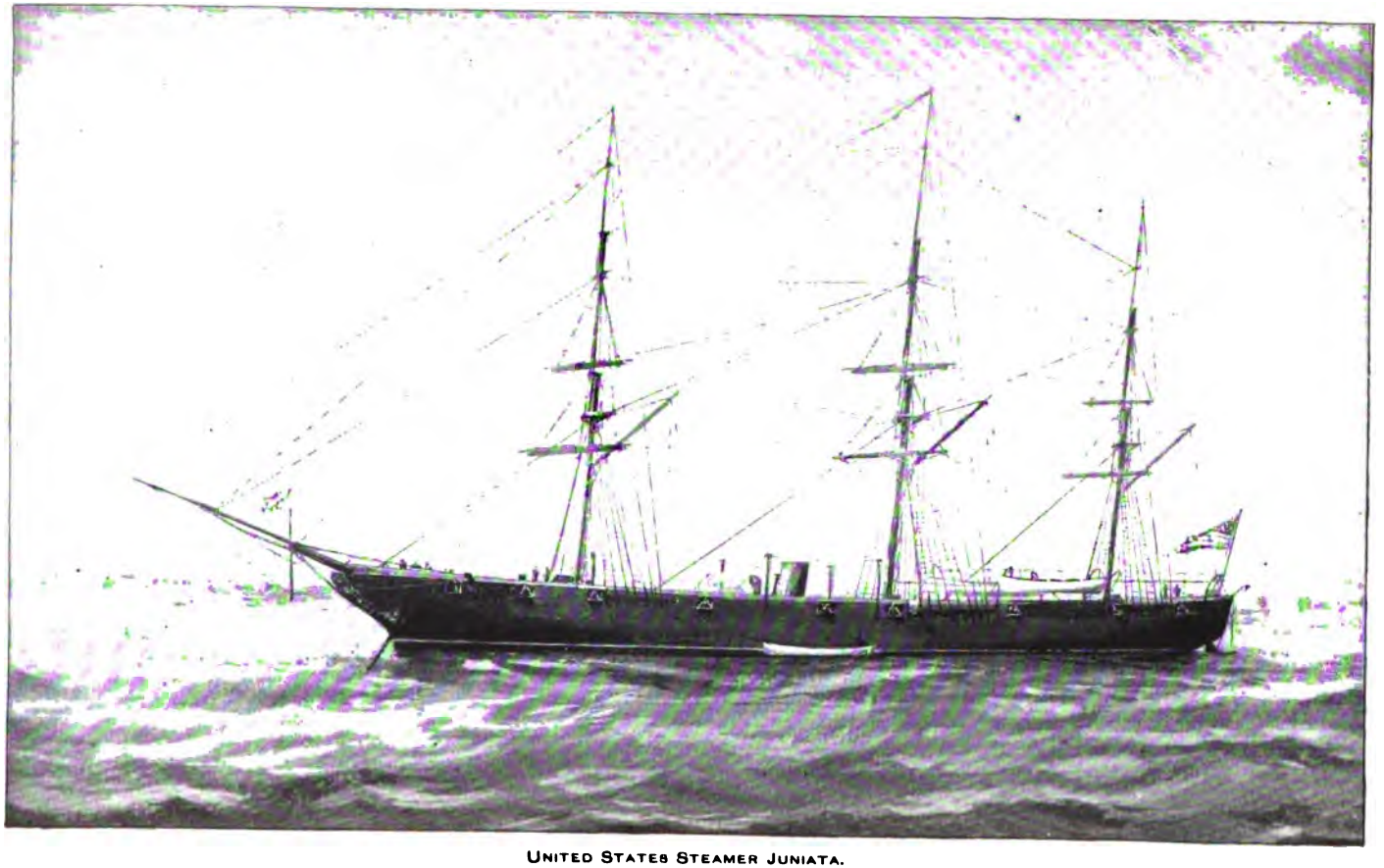
NAVY DEPARTMENT, *August 12, 1864.*

Pirate *Tallahassee* burned vessels Thursday evening in latitude 40° 19′ [N.], longitude 72° 27′ [W.], and was last seen steering southeast, but may come down coast. If there are one or two vessels that can go immediately to sea send up the coast as far as New York. *Tallahassee* has two pipes, painted white; double screw; two small masts without yards.

New York pilot boat *No. 22* captured and made cruiser of.

GIDEON WELLES,
Secretary Navy.

SENIOR NAVAL OFFICER,
Hampton Roads, Va.



UNITED STATES STEAMER JUNIATA.

[Telegram.]

NAVY DEPARTMENT, *August 12, 1864.*

Pirate *Tallahassee* burned vessels Thursday evening in latitude 40° 19′ [N.], longitude 72° 27′ [W.], and last seen southeast, but may work north. New York pilot boat *No. 22* captured and made cruiser of. Get *Dacotah* immediately to sea to cruise through Vineyard Sound as far as Long Island. If any other available vessels at yard send them in pursuit. *Tallahassee* has two pipes, painted white; double screw; two small masts without yards.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commanding Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, *August 12, 1864.*

Pirate *Tallahassee* burned vessels Thursday evening in latitude 40° 19′ [N.], longitude 72° 27′ [W.], and was last seen steering southeast. New York pilot boat *No. 22* captured and made cruiser of. If *Mingoe* has not sailed send her on cruise as far east as Nantucket, and in absence of intelligence there carry out her orders. If any other available vessels at yard send them in pursuit. *Tallahassee* has two pipes, painted white; double screws; two small masts without yards.

GIDEON WELLES,
Secretary Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *August 12, 1864.*

Pirate *Tallahassee* burned vessels Thursday evening in latitude 40° 19′ [N.], longitude 72° 27′ [W.], and was last seen steering southeast. Proceed in search without delay, going to Bermuda, and in absence of intelligence work northward and down coast to Hampton Roads. Communicate and advise with any offshore blockaders. *Tallahassee* has two pipes, painted white; double screw; two small masts without yards.

GIDEON WELLES,
Secretary Navy.

Captain WM. ROGERS TAYLOR,
Commanding U. S. S. Juniata, Hampton Roads, Va.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of departure of that vessel for sea on receipt of information regarding C. S. S. Tallahassee.

U. S. S. JUNIATA (Second Rate),
August 12, 1864—10 : 50 p. m.

SIR: A telegram from Admiral Paulding, dated to-day, a copy of which is herewith enclosed, was received by me at 10 p. m. We got underway immediately in obedience to your order of the 25th ultimo,

directing me to act instantly, according to my judgment, in the event of an emergency, and are now running to sea. This communication will be sent back by the pilot.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—A telegram has already been sent informing you of my intended departure.

[Enclosure.—Telegram.]

NEW YORK, *August 12, 1864.*

Pirate off Sandy Hook has two pipes, painted white; double screws; two small masts without yards. When last seen, steering southeast, burning. Have sent three vessels.

H. PAULDING.

COMMANDING NAVAL OFFICER,
[*Hampton Roads.*]

[Telegram.]

FORT MONROE, *August 13, 1864.*
(Received at Washington 1 a. m.)

Information just received of a piratical vessel off Sandy Hook. Shall start immediately in pursuit.

WM. ROGERS TAYLOR,
Captain, U. S. S. Juniata.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

[U. S. S. R. R. CUYLER,]
Fort Monroe, August 13, 1864.
(Received at Washington 9:30 a. m.)

I anchored here at 7 p. m. yesterday. Can have five or six days' coal in in time to proceed to sea in chase of *Tallahassee* by to-morrow morning. Shall proceed at once to coal ship and await your instructions.

JNO. DOWNES,
Commander.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *August 13, 1864.*

Proceed at once to sea, acting upon telegraphic instructions* addressed [to] Commander Taylor, in possession of Lieutenant-Commander Upshur.

GIDEON WELLES,
Secretary Navy.

Commander JNO. DOWNES,
Commanding R. R. Cuyler, Hampton Roads, Va.

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* See p. 139.

[Telegram.]

NAVY DEPARTMENT, *August 13, 1864.*

Pass over telegraphic instructions addressed to Commander Taylor to Commander Downes, who will at once proceed to sea.

GIDEON WELLES,
Secretary Navy.

Lieutenant-Commander J. H. UPSHUR,
Senior Naval Officer, Hampton Roads, Va.

[Telegram.]

CHARLESTOWN, MASS., *August 13, 1864.*
(Received at Washington 10:15 a. m.)

The *Tristram Shandy* and *Dumbarton* will sail to-day. The *Dacotah's* guns, spars, and provisions have been landed; officers left, excepting the captain, paymaster. chief engineer. and gunner. Shall I get her ready for sea?

S. H. STRINGHAM,
[*Commandant.*]

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *August 13, 1864.*

If *Dacotah* can sail to-morrow morning get her ready with such officers as are available.

GIDEON WELLES,
Secretary Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

NEW YORK, *August 13, 1864.*
(Received at Washington 12:30 p. m.)

Confederate steamer *Tallahassee* is reported cruising within 60 miles of this port. She has already captured six vessels. Will you please have the necessary measures taken, if not already done, to secure her capture? If practicable please answer by telegraph.

JOHN D. JONES,
President Board Underwriters.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *August 13, 1864—1 p. m.*

Three vessels left New York Navy Yard yesterday afternoon; more leave to-day. Vessels left Hampton Roads last night; more leave to-day. Several vessels leave Boston to-day and to-morrow. Every vessel available has been ordered to search for pirate.

GIDEON WELLES,
Secretary of Navy.

JNO. D. JONES,
President Board of Underwriters, New York.

Order of the commandant navy yard, New York, to Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, to go in search of the C. S. S. Tallahassee.

NAVY YARD, NEW YORK, *August 13, 1864.*

SIR: You will proceed to sea, with the U. S. S. *Grand Gulf* under your command, in search of the pirate *Tallahassee*, and exercise your best judgment in shaping your course.

The following telegram was received from Fire Island last evening:

The Confederate steamer *Tallahassee*, commanded by John Taylor Wood, captured last evening six vessels in latitude 40° 19′ [N.], longitude 72° 27′ [W.], one of them being pilot boat *No. 22*; made a cruiser of her. Sixteen of the passengers and crew have been landed here; the balance have been sent to New York by schooner *Carrol*. The names of the vessels: Schooner *Sarah A. Boyce*, of Absecon, sunk; the pilot boat *No. 22*, brig *A. Richards*, of Boston, burned; bark *Bay State*, of Boston, burned; brig [*Carrie*] *Estelle*, Boston, burned; schooner *A. Harton* [brig *A. Richards?*], of Maine, burned; schooner *Carrol*, of Maine, bonded for $10,000. The *Tallahassee* has two pipes, painted white; double screw; two small masts without yards. When last seen was steering southeast.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Commander GEO. M. RANSOM,
Commanding Grand Gulf, New York.

[Telegram.]

BROOKLYN, *August 13, 1864.*
(Received at Washington 2:40 p. m.)

The *Pontoosuc* sailed at 8 p. m. last evening, the *Eolus* at 10, the *Susquehanna* at 4 this morning, and the *Grand Gulf* leaves to-day at 1 p. m. in pursuit of pirate. I seized 600 tons of ice, and we hope to send *Amphitrite* to sea this evening.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *August 13, 1864.*

Action approved in sending vessels. Advise Department of anything new in relation to her.

GIDEON WELLES,
Secretary Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

Report of commandant navy yard, New York, regarding U. S. S. Grand Gulf.

NAVY YARD, NEW YORK, *August 13, 1864.*

SIR: The U. S. S. *Grand Gulf*, Commander Ransom, commanding, left this yard this day at 1 p. m. on a cruise.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

PHILADELPHIA, *August 13, 1864.*
(Received at Washington 5:37 p. m.)

SIR: The *Yantic* and tugs *Aster* and *Moccasin* have gone in pursuit of the *Tallahassee.*

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES.

Report of the commandant navy yard, Philadelphia, regarding orders to vessels on that station for cruising in search of C. S. S. Tallahassee.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, August 13, 1864.

SIR: I did not receive your telegram of yesterday until 11 p. m. to send the *Mingoe,* if she had not left, in pursuit of the pirate *Tallahassee.* The *Mingoe* left here on Monday last. I have sent the *Yantic, Aster,* and *Moccasin* in pursuit of the pirate.

The *Yantic* is on her trial trip, but this will not prevent her looking for the *Tallahassee.* The tugs *Aster* and *Moccasin* are both fine, large vessels, well armed and fast. I have directed them to keep together. They are, I think, quite a match for the pirate, if they should meet her.

I have directed these vessels to cruise as far north as the light-ship off Nantucket, and to use every effort to gain intelligence of the *Tallahassee,* and to pursue her if any information of her movements can be obtained.

The *Yantic* is to be absent six days on her trial trip, and as the tugs do not carry more than a week's fuel they can not remain out beyond that time.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEWPORT, R. I., *August 13, 1864.*
(Received at Washington 5:20 p. m.)

Practice vessels on lookout for rebel steamer *Tallahassee.*

G. S. BLAKE,
[*Superintendent Naval Academy.*]

Hon. GIDEON WELLES.

Report of the commandant navy yard, Boston, regarding U. S. S. Tristram Shandy.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, August 13, 1864

SIR: I have the honor to state that the U. S. S. *Tristram Shandy* sailed from this yard this day at 6 o'clock.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Messrs. Dunham & Co., to the Secretary of the Navy, regarding charter of the steamer Ericsson to the Navy Department.

NEW YORK, *August 13, 1864.*

Rebel pirates are again at work on our coast. We suppose the Department may intend to prevent this in future by keeping vessels cruising constantly between Hatteras and Cape Race [Newfoundland], only going into port to replenish coal and provisions.

The steamer *Ericsson* is now in port, ready for service. She has recently been put in complete repair—has been replanked on upper works and furnished with new boilers—and is in every way ready for efficient service. She can carry any armament that may be necessary and is well calculated for two heavy pivot guns. We propose to charter her to the Department for six months, to be fitted for cruising for pirates on this coast or elsewhere. She can carry coal for a thirty or forty days' cruise.

Respectfully, your obedient servants,

DUNHAM & CO.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Not wanted at present.

W[ELLES].

[Telegram.]

NEW YORK, *August 14, 1864.*
(Received at Washington 6:45 p. m.)

The pilot boat *William Bell*, of New York, *No. 24*, was captured yesterday (13th) 35 miles southeast of Fire Island. The pirate burned pilot boats *James Funk* and *William Bell* and a ship, name not known. Our vessels must fall in with her. They strip everybody of everything valuable. Crew badly dressed and of all nationalities. Have sent orders for *San Jacinto* to go to sea.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *August 14, 1864.*

Send *San Jacinto* in search of pirate, going north as far as Halifax. Have her sail soon as possible.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, of the disposition of the abandoned American brig Billow.

U. S. S. GRAND GULF,
At Sea, Lat. 40° 24′ N., Long. 71° 19′ W., August 14, 1864.

SIR: I beg leave respectfully to report that I found this morning the brig *Billow*,* of Salem, dismasted and abandoned in latitude 40° 11′ N., longitude 71° 16′ W. She has the appearance of having had her masts cut away recently while under all sail. She is deeply loaded, apparently with bales of laths. The hull appears to be in good condition—uninjured. I have taken possession of her, and deemed it expedient under the circumstances to tow her to Newport, R. I., being the most convenient port. I have instructed the officer in charge, Acting Ensign Charles H. Cadieu, to deliver her to the collector or an authorized agent of underwriters at that place, taking his or their receipts in duplicate for the said abandoned vessel and cargo. I will thence immediately continue in quest of the pirate *Tallahassee.*

I have the honor to be, sir, very respectfully, your obedient servant,
GEO. M. RANSOM,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW YORK, *August 14, 1864.*
(Received at Washington 9:25 p. m.)

Mr. Callahan, a pilot, has just called. Was captured in the *William Bell* yesterday 30 miles southeast of Fire Island. He says the pirate has two pivot 100-pounders and two 12-pounder howitzers. Mr. Callahan spoke the *Susquehanna*, and brings me the following from Captain Godon:

From what I learn from the captain of the *Adriatic*, burned yesterday (12th) by the *Tallahassee*, I will go over toward Bermuda to head her off. She may have gone on the banks for a day or two, and by being in the neighborhood of Bermuda I may drop upon her as she comes that way. She is out from Wilmington six days.

The pilot (Callahan) thinks she has obtained coal from some vessel. I will send the *San Jacinto* by the sound. I suppose she may want coal, and consequently some delay.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from George W. Blunt, esq., to the Secretary of the Navy, transmitting description of C. S. S. Tallahassee.

AUGUST 15, 1864.

SIR: I send a description of the *Tallahassee* as given by two of our pilots. She is a new vessel. The statement of her speed is exaggerated.

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*Scuttled by C. S. S. *Tallahassee.*

I hardly can congratulate you on the Mobile victory, as the loss of Craven affects me much. I hope you will have the traitor Buchanan brought to the North, that he may be seen as an object of scorn and contempt.

Yours, respectfully,

GEO. W. BLUNT.

Hon. G. WELLES.

[Enclosure.]

Tallahassee.—Length, about 230 feet; beam, about 21 feet; draws 9½ feet; engines, 2, and 2 screws; 2 pipes, painted white; 2 masts when in full rig; lost 1 by coming in contact with the *Adriatic*. Can steam 14 or 15 knots with ease. Had about 70 men; only 10 seamen. Coal, on deck, in bags, ———; below, in bulk, ———.

A man formerly employed on board a New York boat, who joined our Army, was taken prisoner and entered the rebel service; was on board the pirate. He stated that he was drafted to join another vessel which was being fitted out, but not being ready, he, with others, was placed on board of the *Tallahassee*.

Had on board 200 tons of coal when she left Wilmington.

They will probably be supplied with coal, as Yates overheard a conversation between two officers in which the words latitude, longitude, and coal were used.

One of the officers told Callahan that they would be out but a few days.

Yates and Callahan are both pilots, who were taken prisoners. They state that there was a want of order on board, and that little attention was paid to any order except it came from the captain of the privateer.

[GEO. W. BLUNT.]

Report of the commandant navy yard, Boston, regarding the U. S. S. Dacotah.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, August 14, 1864.

SIR: I have the honor to state that the U. S. S. *Dacotah* sailed from this yard this day at 12 o'clock m.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Boston, regarding the U. S. S. Dumbarton.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, August 14, 1864.

SIR: I have the honor to state that the U. S. S. *Dumbarton* sailed from this yard this day at a quarter past 10 o'clock a. m.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, regarding the cruise of that vessel in search of the C. S. S. Tallahassee.

U. S. S. JUNIATA (Second Rate),
Off Sandy Hook, August 14, 1864—4 p. m.

SIR: Finding it impossible to discharge the pilot on the night of the 12th instant without waiting until after daylight of the following morning, and conceiving the five or six intervening hours too valuable to be lost, I determined to bring him with me. Signals were made repeatedly to his boat, but elicited no response.

I ran from Cape Henry into the usual track of vessels bound from the southward of Cape Hatteras to Philadelphia and New York, and then proceeded to the northward and eastward. I sighted the light-ship off the capes of the Delaware last night at 10:30 p. m. From thence I came, well offshore, to this point. I have seen nothing suspicious, nor have I been able to hear of any hostile vessel being in the neighborhood.

I spoke a schooner a few moments ago which reported having passed a United States gunboat off Fire Island.

I shall communicate with the light-ship and pilot boat, if possible, to obtain information.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler, of expected departure from Hampton Roads in search of the C. S. S. Tallahassee.

U. S. S. R. R. CUYLER,
Hampton Roads, August 14, 1864.

SIR: I have to inform you of my arrival here at 7 p. m. of the 12th, with 17 tons of coal in the bunkers. Yesterday I commenced coaling, and this morning at 4 a. m. received a telegraphic dispatch from the Department directing me to proceed to sea at once in search of the pirate *Tallahassee*, going to Bermuda, and from thence working my way northward and down the coast to Hampton Roads. I shall leave about noon, though I fear without sufficient coal to carry out these orders.

I shall take the opportunity of transmitting to you my report of my last cruise, and the last chase of a large side-wheel, two-smokestack steamer, which I was obliged to abandon, running short of coal, though not until I had made him throw overboard a quantity of cotton, of which I picked up 52 bales.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.

[Telegram.]

FORTRESS MONROE, *August* [*15*], *1864.*
(Received at Washington 7 p. m.)

Cuyler sailed in pursuit of piratical vessel at 4 p. m. 14th instant. Had one week's coal.

J. H. UPSHUR,
Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Minnesota.

Hon. GIDEON WELLES.

Report of Lieutenant-Commander Stevens, U S. Navy, commanding U. S. S. Pontoosuc, of the cruise of that vessel in search of C. S. S. Tallahassee.

U. S. GUNBOAT PONTOOSUC,
Off Portland Harbor, Me., August 15, 1864.

SIR: I have the honor to report that in obedience to orders from Rear-Admiral Hiram Paulding, received August 12, 1864, at 9:05 p. m., while at anchor at Sandy Hook, I sailed in pursuit of the rebel steamer *Tallahassee*, proceeding down the south shore of Long Island, around the Shoals of Nantucket, and arrived at this port at 3 o'clock p. m. this day. I shall search the coast of Maine as far as Eastport; then, if I learn no tidings of the rebel ship, shall return to New York.

On the night of the 12th instant, at 11:30, I spoke the U. S. S. *San Jacinto* off Sandy Hook, from Sand Key, Fla., bound into New York.

The following vessels have been boarded: Brig *Alma*, of Boston; ship *Young Mechanic*, of Rockland; schooner *Snow Flake*, of New York; light-ship off Nantucket South Shoal; schooner *D. Comstock*, of New London; schooner *Alciape*, of Lincolnville, Me.; schooner *C. Murray*, of Bangor; British brig *Ocean Pearl*, of Windsor, Nova Scotia; schooner *Levant*, of Warrentown; schooner *Julia and Martha*, of Boothbay; schooner *Albert*, of Jonesport; schooner *Hornet*, of Biddeford, and schooner *Cottage Girl*, of Biddeford; but no information gained other than that the ship *Young Mechanic* saw a burning wreck in latitude 39° 44′ [N.], longitude 71° 44′ [W.], on the afternoon of the 12th instant, and at the same time saw a pilot boat picking up stuff from the wreck. On the 13th instant, in latitude 40° 23′ [N.], longitude 72° 53′ [W.], passed several burned spars and pieces of wreck. I shall sail at daylight to-morrow.

I am, sir, very respectfully, your obedient servant,

GEORGE A. STEVENS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEWPORT, *August 15, 1864.*
(Received at Washington 10:45 a. m.)

Bark *Glenavon*, Captain Watts, destroyed by *Tallahassee* on 13th, Nantucket light-ship bearing N. W. 60 miles. Captain and passengers put on board a Russian ship for New York. Captain Watts reports crew of *Tallahassee* 130 all told. Two pivot guns and one light gun on forecastle, painted white; two smokestacks, one abaft the other; one mast standing, the other carried away by a collision. Last seen yesterday (14th) at 9:30, 60 miles S. E. of Nantucket light, steering E. by S. *Marblehead* in pursuit was spoken yesterday morning at 11 o'clock

25 miles south of No Man's Land. Other practice vessels guarding entrance of sounds. *Grand Gulf* spoken off Block Island yesterday at 5 p. m. and received above information. She steamed for Georges Shoal.

G. S. BLAKE,
[*Commodore.*]

Hon. GIDEON WELLES.

[Telegram.]

HALIFAX, NOVA SCOTIA, *August 16, 1864.*

Six vessels sunk yesterday 45 miles southwest Cape Sable by rebel steamer *Tallahassee.* Was off Yarmouth this morning.

M. M. JACKSON,
U. S. Consul.

Hon. Secretary WELLES.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Dumbarton, of cruise of that vessel in search of the C. S. S Tallahassee.

U. S. S. DUMBARTON,
Newport, August 16, 1864—2 a. m.

SIR: I respectfully beg to call your attention to the enclosed reports of the executive officer and chief engineer of this vessel.

The vessel does [not] leak so great a quantity as we would suppose from the reports, but it takes the whole watch more than one-half the time to keep her free, having only one pump to work, and that a very poor one indeed. On Sunday night the watch never left the pump, unless to hoist out ashes, from 8 p. m. till 5 a. m. She was not so bad yesterday and last night. It is only in the after compartment that she leaks, the forward one being quite tight. You will see by the chief engineer's report that he is unable to give us any assistance in freeing the vessel.

As the pilot had to go to Boston anyhow, I thought it best to give you the full particulars by him, as you will get them sooner than by mail.

I respectfully request that you will telegraph instructions to me as soon as possible. I shall wait until noon to-day for an answer from you.

I have cruised as far as Montague and spoken several vessels, but none have seen the pirate. I spoke the U. S. S. *Juniata* about 4 p. m. yesterday off Block Island. I parted from the *Tristram Shandy* about 3 p. m. She went into this place to put her pilot ashore. I have not seen her since.

I have the honor to be, very respectfully, your obedient servant,

H. BROWN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral S. H. STRINGHAM,
Commandant Boston Navy Yard.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Dumbarton, of the arrival of that vessel off New York in need of repairs.

U. S. S. DUMBARTON,
Off New York Navy Yard, August 17, 1864.

SIR: I respectfully beg leave to report that on Sunday, the 14th instant, I left Boston in accordance with instructions from the Department and from Rear-Admiral *Stringham.*

At 4 o'clock p. m. sounded the pumps and found 12 inches of water in the after compartment. The pumps were rigged and the watch set at work pumping, but after pumping two hours it was ascertained that we had only gained 4 inches. I now called the chief engineer and requested him to connect the bilge pump from the engine room and pump the ship out. This he stated he was unable to do, as the bilge cock and strainer were in the coal bunker, and that there were probably 50 tons of coal on them. Set the crew at work pumping again and succeeded in freeing the vessel about 10 o'clock p. m. The watch was then set to work hoisting out ashes, which occupied about one hour, and upon sounding the pump it was found that she had 9 inches of water in (she sucks at 2½ inches), and she was not freed again until 5 a. m. Monday, the 15th.

This I attribute entirely to the inadequate means we have for pumping. There is only one small deck pump in each compartment, and they are very poor ones.

The speed of the vessel was now slowed down considerably, and we were able to keep her free by pumping about two hours in each watch.

Under these circumstances I did not think I was justified in proceeding on the cruise with such inadequate means for keeping the ship free from water, so I concluded to go into Newport and communicate with Rear-Admiral Stringham, which I did. While lying in Newport waiting a reply the ship did not leak over 6 inches an hour. This, in a vessel like this ship, constructed with a long, flat floor, is a considerable body of water. I received in reply to my communication to Admiral Stringham the following:

Proceed on your cruise, and if the leak continues put into New York and report to the Department.

I immediately proceeded to sea, and the ship still continuing to leak I put into New York. I respectfully beg leave to call the attention of the Department to the enclosed report of the chief engineer.

I have the honor to be, very respectfully, your obedient servant,

H. BROWN,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Pontoosuc, of arrival at Eastport, Me., with no news of C. S. S. Tallahassee.

U. S. GUNBOAT PONTOOSUC,
Eastport, Me., August 17, 1864.

SIR: I have the honor to report that I arrived at this port at 4 o'clock this morning.

I can hear no news of the *Tallahassee* in this direction, and shall leave immediately for New York.

I am, sir, very respectfully, your obedient servant,

GEO. A. STEVENS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

HALIFAX [NOVA SCOTIA], *August 18, 1864.*
(Received at Washington 10:20 a. m.)

Tallahassee has just come into port. Will protest against her being coaled here.

M. M. JACKSON,
U. S. Consul.

SECRETARY OF NAVY.

Report of the commandant navy yard, New York, transmitting report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, of cruise of that vessel in search of C. S. S. Tallahassee.

NAVY YARD, NEW YORK, *August 18, 1864.*

SIR: I enclose herewith Commander Ransom's report of his cruise in the U. S. S. *Grand Gulf*, in search of the pirate steamer *Tallahassee.*

The *Eolus* has also returned to this port, without having discovered her.

Very respectfully, your obedient servant,

A. LUDLOW CASE,
For Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. GRAND GULF,
Navy Yard, New York, August 17, 1864.

SIR: I have the honor to report on my arrival here this evening that I have cruised most diligently since the 13th instant as far east as longitude 58° 50′ W., in latitude 40° N., and to the northward. On the 14th, in early morning, in latitude 40° 11′ N., longitude 71° 16′ W., I found the brig *Billow*, of Salem, dismasted and abandoned.

She had the appearance of having had her masts cut away recently, while under all sail. She was deeply loaded, apparently with bales of laths. The hull appeared to be in good condition—uninjured. I took possession of her, and deemed it expedient under the circumstances to tow her to Newport, R. I., being the most convenient port. About 25 miles to the southward of Newport I spoke the revenue steamer *Miami*, by which I learned that on the 13th instant the pirate *Tallahassee* had destroyed a bark about 60 miles S. E. from New South Shoal. I immediately transferred the wreck in charge of Acting Ensign Charles H. Cadieu, to be towed by the *Miami* into Newport, and I stood off S. E. I cruised on the 15th in the region indicated as having been the scene of depredations on the 13th. Six vessels were in sight in the evening of that day from the northward and eastward, of which I spoke two—a bark and a schooner. They had not seen nor heard anything of the pirate. The small amount of coal then remaining on hand did not seem to justify me in extending the cruise farther to the eastward.

Early in the morning of the 16th I found in latitude 40° 28′ N., longitude 69° 44′ W., the wreck of a bark, split in two lengthwise, her port side outside up and starboard side inside up, with masts, spars, sails, etc., all floating together in a débris, shattered as if the vessel had been blown up by powder. Apparently she was a new vessel. It

was impossible to discover her name or any trace which might lead to it. She had met with her disaster evidently while under all sail, and her masts and yards [and] every spar were broken. By great exertion we succeeded in recovering from this débris an anchor of 3,062 pounds weight, a large quantity of rigging, sails, blocks, etc. While thus engaged we were spoken by the U. S. S. *Juniata*, also in quest of the pirate.

The revenue steamer *Miami* had on board the master, Captain Watts, of the bark *Glenavon*, from Cardiff, bound to New York, which had been burned on the 13th instant. He reported that the *Tallahassee* was exceedingly swift; could steam 18 knots; has two large guns, he thinks IX-inch, and some broadside guns; a vessel of a thousand tons, with a complement of 140 men.

I am, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Commander.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

HALIFAX, NOVA SCOTIA, *August 18, 1864.*
(Received at Washington 4:40 p. m.)

Tallahassee now taking in coal from *Bermuda*. Vessel may get off during the night.

No Federal war vessel yet reported.

M. M. JACKSON,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary of State.

[Telegram.]

BROOKLYN, *August 18, 1864.*
(Received at Washington 5:40 p. m.)

San Jacinto has not sailed. Is coaled and ready with the exception of engine, which is under repairs. Will go to sea to-morrow morning.

A. LUDLOW CASE.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

BROOKLYN, *August 18, 1864.*
(Received at Washington 9:30 a. m., August 19.)

San Jacinto had but 20 tons of coal on board when the order was received. She has since taken on board 300. Is repairing machinery and will go to sea from quarantine to-morrow morning.

A. LUDLOW CASE.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *August 18, 1864.*

Proceed to Halifax without delay.

GIDEON WELLES,
Secretary Navy.

Lieutenant-Commander GEO. A. STEVENS,
Commanding U. S. S. Pontoosuc, Eastport, Me.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Dacotah, of the cruise of that vessel in search of the C. S. S. Tallahassee.

U. S. S. DACOTAH,
Boston, August 19, 1864.

SIR: I have the honor to report the arrival of this steamer at this port after a short cruise in search of the rebel pirate *Tallahassee.* Proceeding to the eastward, consistent with your orders of the 13th instant, 30 to 50 miles from the coast, on the morning of the 16th, latitude 43° N., longitude 68° W., just at the opening of the Bay of Fundy, fell in with the remains of a recently burned vessel, apparently a schooner. Again, during p. m. of this [that] day, saw what appeared to be the bottom of another burned vessel. Following this spoke an American fishing schooner, who reported seeing a strange steamer, with one mast and two smokestacks, then in chase of a vessel. The captain of her further stated that the steamer had burned and destroyed several American fishing vessels, also a collier; bonding the schooner *S. B. Harris*, of Portland, for $8,000, and putting the crews of the destroyed vessels on board of her. This was in the vicinity of Seal Island (near Cape Sable). Immediately steamed in that direction. About midnight made a red light, and around it, seemingly, black smoke or bank of fog. Am of opinion now it was the pirate steamer; that this light was used as a decoy for some of our fishermen to respond to, as no such lights or signals are used by them. This was the night of the 16th. On the 17th and 18th tried to get up the Bay of Fundy, under the impression that the steamer would run into some of the unfrequented anchorages about the Tuskets to coal, or, if he had seen us the night he showed the light, would have avoided that neighborhood and gone farther east.

The constant heavy fogs and strong tides made it almost impossible for us to proceed or stem them. Our speed at no time, and under most favorable circumstances, was but from 5 to 6 knots. We sighted Seal Island and anchored with a kedge to hold us till the flood made, but our hawser was cut and [we] had to proceed to sea.

Under such discouraging circumstances [I] considered it utterly useless to continue the search, so headed for Boston, with two days' coal remaining.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

FORT MONROE, *August 19, 1864.*
(Received at Washington 3 p. m.)

I returned to this anchorage at 1 o'clock this morning. Have seen nothing of the rebel vessels. Report of cruise by to-day's mail.

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *August 19, 1864.*

Coal at once and be ready for orders. The Department had hoped that you had gone toward Halifax.

GIDEON WELLES,
Secretary of the Navy.

Captain W. R. TAYLOR, U. S. Navy,
Commanding U. S. S. Juniata, Hampton Roads, Va.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of the arrival of that vessel at Hampton Roads from cruise in search of C. S. S. Tallahassee.

U. S. S. JUNIATA (Second Rate),
Hampton Roads, August 19, 1864.

SIR: After closing my letter of the 14th instant, a copy of which is enclosed, I communicated with pilot boat *No. 7*, of New York, and received from her intelligence of the capture of the pilot boat *James Funk* (*No. 22*), and of the subsequent burning of the *Adriatic* by the rebel cruiser *Tallahassee* off Montauk Point. The pilots were confident that she would be found in that vicinity, and I therefore proceeded immediately to that point, and arrived there early on the following morning. Off Block Island I spoke the U. S. S. *Dumbarton*, and between Point Judith and Gay Head the U. S. S. *Tristram Shandy*, both from Boston. Lieutenant Devens informed me of further depredations of the *Tallahassee*, and that she was last seen on the morning of the 13th instant about 50 miles S. E. of Montauk, steering to S. S. E. I then proceeded to the southward and eastward, and on the morning of the 16th, about 40 miles S. S. E. of Nantucket South Shoal, communicated with the U. S. S. *Grand Gulf*. Commander Ransom gave me information of the *Tallahassee* up to the 13th instant, when she burned a vessel about 60 miles south of Davis Shoal. The *Grand Gulf* was alongside of a wreck saving property. For a long distance the sea was covered with fragments. Having learned from Lieutenant Devens that the *Dacotah* was cruising to the eastward of Nantucket Shoals, and from Commander Ransom that he intended to proceed directly to New York, I ran about 15 miles farther to the southward and eastward, and then shaped a course for the capes of the Delaware, with a view of the *Grand Gulf* and this ship covering as much ground as possible. At 9 p. m. of the 17th I arrived off the light-ship, and then steered 60 miles S. S. E.; from thence we came directly to Cape Henry. During this cruise I have communicated with sixteen vessels, but from none have I been able to gain the slightest intelligence, except from the *Grand Gulf* and *Tristram Shandy*.

At 1 a. m. of this date I anchored at Hampton Roads, and this morning communicated with the Department by telegraph. The engines of the ship require some repairs and adjustment before she can be considered in serviceable condition. I enclose herewith a report of the chief engineer of this date. I shall fill up with coal immediately and proceed with the engine repairs as rapidly as possible. The Department will be informed at the earliest moment of their completion.

The engines have performed well during this cruise. There has been no occasion to stop them in the six days of our absence, the greater part of which time we have been running at full speed.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Philadelphia, of the return to that station of the U. S. tugs Aster and Moccasin from a search for C. S. S. Tallahassee.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, August 19, 1864.

SIR: I have the honor to report the return of the tugs *Aster* and *Moccasin* from their search after the *Tallahassee*. They boarded many vessels, but could obtain no information to justify a further search for the piratical vessel.

There is a slight defect in the machinery of the *Aster*, which will detain her for three days, if not otherwise ordered. I shall send her to the Western Gulf Squadron, as directed by your telegram of the 8th instant.

Is the *Moccasin* to be continued as a guard boat at Fort Delaware?

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *August 19, 1864.*

Have *Grand Gulf* and *Eolus* coaled and ready to sail before sundown, if wanted. How soon can *Isonomia* be ready to sail?

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *August 19, 1864.*

Order *Grand Gulf* to cruise for *Tallahassee* or other pirates as far as Newfoundland Banks, then keeping in track of homeward-bound Euro-

pean vessels to vicinity of Bermuda, and back to port. These instructions to be varied if information of pirate in other quarters is received. Send *Eolus* to Wilmington.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NEW YORK CITY, *August 19, 1864.*
(Received at Washington 5:30 p. m.)

Isonomia sailed for Beaufort this morning. *Eolus* is ready for sea; was to sail this evening, but will now be detained subject to your orders. Engine of *Grand Gulf* has been taken to pieces since receipt of your telegram; workmen have commenced putting it together; it will take at least two days to coal her; with her broken propeller she is reported to be very slow.

New Berne is ready and can sail when steam is up. *Nereus* arrived at noon.

A. L. CASE,
For Commandant.

Hon. G. WELLES.

[Telegram.]

HALIFAX [NOVA SCOTIA], *August 19, 1864.*
(Received at Washington 12:10 p. m.)

Tallahassee still here; will not leave until to-night, if then. No Federal war vessels reported as yet.

M. M. JACKSON.

Hon. W. H. SEWARD.

[Telegram.]

HALIFAX [NOVA SCOTIA], *August 19, 1864.*
(Received at Washington 9:45 p. m.)

Tallahassee ordered by provincial authorities to leave port. Will probably leave in an hour or two. Her destination is believed to be North Bay, among the fishermen. Have given notice to consuls and consular agent of her movements.

M. M. JACKSON,
U. S. Consul.

Hon. W. H. SEWARD.

[Telegram.]

NAVY DEPARTMENT, *August 19, 1864.*

At what hour to-morrow will *Glaucus* be ready to sail?

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

[Telegram.]

PHILADELPHIA, *August 19, 1864.*
(Received at Washington 7 p. m.)

SIR: *Glaucus* will not be ready to-morrow. Can possibly be got ready on Tuesday, the 23d instant.

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
[*Secretary of the Navy.*]

Letter from the Secretary of the Navy to the commandant navy yard, New York, censuring him for delay in the execution of the Department's orders.

NAVY DEPARTMENT, *August 19, 1864.*

SIR: Immediately on learning the *San Jacinto* had arrived at quarantine a telegraph dispatch was sent you for her to cruise for the *Tallahassee* and proceed as far as Halifax. In two separate dispatches of the same date, the 14th instant, you say you have sent orders for the *San Jacinto* to go to sea, and in the second, at a later hour, "I will send the *San Jacinto* by the sound. I suppose she may want coal, and consequently some delay."

Not doubting that the vessel had promptly proceeded according to orders, I was gratified with a dispatch from our consul at Halifax yesterday stating the *Tallahassee* was there, not doubting the *San Jacinto* would arrive there in the course of the day. It was therefore with no ordinary surprise and astonishment that I received last evening, in answer to my dispatch of yesterday, the telegram of Captain Case, stating the *San Jacinto* had not yet sailed, but that she was coaled and ready, with the exception of engineers, to sail to-morrow, the 19th, four days after orders, and after word from you that you had sent orders for her to go to sea. This delay, in such an emergency, is not only a great disappointment to the Department, but will doubtless be a serious public injury.

You have neglected to inform the Department of the instructions you gave to the *Susquehanna*, *Grand Gulf*, *Eolus*, and *Pontoosuc*. Were any of them directed to proceed to Halifax, and wherefore the delay in getting off the *San Jacinto*?

A letter from you by this morning's mail informs the Department that the *Grand Gulf* and *Eolus* have returned from an unsuccessful cruise. Why was not the Department promptly informed of their return by telegraph?

Unnecessary delays are wholly inexcusable at such a time, and whenever vessels are dispatched from the yards under an exigency like this of the past week fail not to forward to the Department a copy of the instructions you may have given them, in order that the Department may be fully apprised of the disposition of the force afloat.

It is not known here whether any of the vessels you sent out have gone to Halifax, or what disposition has been made of them.

Yours, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commanding Navy Yard, New York.

Report of the commandant navy yard, New York, explaining the delay in the execution of the Department's orders regarding the U. S. S. San Jacinto.

NAVY YARD, NEW YORK, *August 20, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, and respectfully reply the *San Jacinto* was at quarantine anchored in the lower bay when the dispatch was received to send her to sea. I had not communicated with the commanding officer, and therefore was not informed that her engine was out of repair, and that she had but 15 tons of coal on board. It was necessary that the health officer should have her removed to Staten Island, as she could not be coaled in the lower bay, where she was much exposed to a rough sea. Your order was dispatched as soon as possible after it was received, and every necessary means taken to prepare the ship for sea. But 100 tons of coal can be taken on board in one day, and it was reported that the machinery required three days' repairs.

It will be apparent to the Department, therefore, that she was got ready as soon as possible, and that the officers of the yard can not be held responsible for the delay in the ship's getting to sea. I might have informed the Department of the probable time she would be detained, but having stated she would probably want coal, I presumed the Department would be prepared for delay on this account. It must be remembered also that the dispatch from the Department came late in the evening, and that Sunday intervened, the ship getting to sea on the fourth day from the time the work of preparation could commence.

On the 13th, at 5 p. m., I received a telegram from Colonel Ludlow, then at Fire Island, giving the first information of the *Tallahassee*. I copied the telegram for each steamer I could send to sea. It contained all the information I had to convey, and with the telegram I sent a brief order to the commanding officer to proceed to sea in pursuit of the pirate, and be governed by his judgment according to the information he might obtain.

I could not intelligently give any other order, and, having furnished the Department with the telegram, it did not occur to me that the Department would expect or desire anything more. At the same time that I was dispatching the vessels and communicating with the Department I was also conveying the information to Fortress Monroe and Boston.

It was the intention of the captain of the *Susquehanna* to pursue his course to the eastward, and if no information that he obtained should change his purpose, to run for Bermuda, in the hope of intercepting the pirate there.

I can assure the Department that there never has been unnecessary delay in dispatching vessels on an emergency like the present from this station.

The *Pontoosuc* was at sea in three hours after the telegram came, the *Eolus* in six hours, and the *Susquehanna* in about twelve, some of her officers having been on shore when orders were sent to her, and which, I suppose, occasioned some delay.

I trust that this explanation will be satisfactory, and assure the Department that no one feels more deeply than myself the disgrace and public injury that we suffer from the rebel cruisers, and that no one is more anxious to suppress them.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

HALIFAX, *August 20, 1864.*
(Received at Washington 11:30 a. m.)

Tallahassee left here 1 o'clock this morning, before arrival of any Federal war vessels. U. S. S *Pontoosuc*, now in port, will leave immediately in pursuit. Another of our war vessels reported below. *Tallahassee* supposed to have gone to North Bay.

M. M. JACKSON.

Hon. W. H. SEWARD.

Report of the commandant navy yard, Philadelphia, of the return of the U. S. S. Yantic from search for C. S. S. Tallahassee.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, August 20, 1864.

SIR: I have the honor to report the return of the *Yantic* from her trial trip and search for the pirate vessel *Tallahassee*. The *Yantic* went to the northward and eastward of Nantucket, but obtained no information to justify a longer search for the piratical vessel.

The report of the trial of the machinery will be forwarded to the proper bureau on Monday. The *Yantic* will not, I expect, be able to leave for her destination in less than a week.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *August 20, 1864.*

Orders for *Grand Gulf* revoked if two days are required to get ready.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *August 20, 1864.*

Has *San Jacinto* sailed? If not, give her orders sent yesterday for *Grand Gulf* and hurry her off. Telegram from consul at Halifax says *Tallahassee* was to leave yesterday, and it was supposed for North Bay; only partially filled with coal.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

Report of the commandant navy yard, New York, of the departure of the U. S. S. San Jacinto.

NAVY YARD, NEW YORK, *August 20, 1864.*

SIR: I have to report the sailing of the *San Jacinto* yesterday. She crossed the bar about noon.

The *New Berne* left for the North Atlantic Squadron this day at 12 m. with 270 recruits for Wilmington.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, expressing regret at the Department's disapproval of his course in the search for the C. S. S. Tallahassee.

U. S. S. JUNIATA (Second Rate),
Craney Island, August 20, 1864.

SIR: Your telegram of yesterday has just been received. We are coaling as rapidly as possible, and the Department will be informed at the earliest moment when the engines will be ready for service. The engineer has orders to perform no work not absolutely necessary which will have the effect of detaining the ship an hour.

It is a matter of much regret to me that the Department should have been disappointed in the course that I pursued on the late cruise of this ship; but I beg it to consider that, although I spoke four vessels from Boston, neither of them had heard anything of the *Tallahassee* to the northward and eastward of Nantucket Shoals, and I had, from information received from Commander Ransom, some reason to suppose that she might be fallen in with in an opposite direction.

As I consider it necessary, the work will be continued to-morrow (Sunday).

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Caldwell, U. S. Navy, commanding U. S. S. Glaucus.

NAVY DEPARTMENT, *August 22, 1864.*

SIR: As soon as the U. S. S. *Glaucus* is ready for sea proceed with her to the Delaware Breakwater and await further orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. H. B. CALDWELL,
Commanding U. S. S. Glaucus, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *August 23, 1864.*

What vessels have you ready for sea? Answer by telegraph, stating how soon they can sail. Have them coaled and officers and men on board awaiting telegraphic order of Department. State what vessels can sail within a day or two.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commanding Navy Yard, New York.

(Same telegram to Rear-Admiral S. H. Stringham and Commodore C. K. Stribling.)

[Telegram.]

NEW YORK CITY, *August 23, 1864—7 p. m.*
(Received at Washington 7:50 p. m.)

Dispatch received. The *Iosco* can go to sea to-morrow. The *Pawtuxet* and *Dumbarton* in all this week; perhaps the *Nereus*. More definite information to-morrow morning. Perhaps the *Florida*, for a short time.

H. PAULDING,
Commandant.

Hon. G. WELLES.

[Telegram.]

PHILADELPHIA, *August 23, 1864.*
(Received at Washington 10:25 p. m.)

Glaucus ready; *Yantic* ready in three days: *Donegal* ready, no officers; tug *Aster* ready in two days; two other tugs ready, no officers; *New Ironsides* ready in three days.

C. K. STRIBLING,
Commandant.

Hon. GIDEON WELLS,
Secretary Navy.

Report of Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler, of the cruise of that vessel in search of the C. S. S. Tallahassee, and information obtained regarding other Confederate vessels.

U. S. S. R. R. CUYLER,
Hampton Roads, Va., August 23, 1864.

SIR: In compliance with your orders I got underway from Craney Island anchorage at 1:45 p. m. of the 14th instant, and proceeded to sea on a cruise in search of the *Tallahassee*.

Arrived at Bermuda on the morning of the 18th, and anchored outside of the harbor of St. George, sending in a boat with Lieutenant-Commander Norton and Acting Assistant Paymaster Wright to communicate and gather all possible intelligence.

At noon the boat returned with the U. S. consul on board, and reported yellow fever raging with great violence on shore, many deaths occurring daily. Mr. Norton very properly returned on board at once upon receiving this intelligence, without entering the town. Upon their return on board I at once got underway and stood out to sea, the consul returning to the shore in the pilot boat.

The information I obtained from the consul was exceedingly meager, and he did not appear to be at all well informed as to what was transpiring about him, and, in fact, had nothing to communicate until questioned upon such information as was obtained from a Mr. Higgs, a merchant of the place who accompanied him.

The following is the substance of his communications:

The *Atlanta*, now the *Tallahassee*, fitted out for war purposes at Bermuda, and sailed thence, having her present commander on board, for Wilmington, where she obtained her battery. The consul describes her as a very fast but slightly built propeller, painted black. When she left Bermuda "she had 360 men on board" (which is preposterous) "for the purpose of running prizes into Wilmington." Several hundred Confederates were present in the island until very lately, and have now been removed—how, when, or where, he did not state.

The *Resolution*, a fore-and-aft rigged schooner, armed with two light pieces, loaded with coal, and carrying about forty men armed with muskets, etc., sailed thence about five or six weeks previously. The consul made arrangements for being informed when she cleared at the custom-house, but she got away without his receiving the expected intelligence. Did not know where she had gone. I suggested to the Western Islands with coal for the Confederate cruisers, which he positively denied, saying the report was that she had gone to cruise for some one of our steamers, on board of which she hoped to induce them to receive a number of her men under the guise of distressed men taken from a wrecked or captured vessel, who, upon getting on board, would rise and capture the vessel.

The *Hawk*, a large iron propeller, barkentine-rigged, with one smoke-stack forward of mainmast, very sharp, with round stern, about 600 or 700 tons burden, and apparently possessing great speed, painted black, with red bottom, evidently fitting or fitted for a man-of-war, and apparently well advanced, was lying in the harbor with English colors flying; our boat passed close to her. Her men were in naval uniform, boats at the booms with boat keepers in them, an officer in charge of the deck, and about a dozen men on deck. Consul did not mention her until Mr. Norton, calling attention to her, asked if she was an English dispatch boat, when he said the supposition was that she was fitting out for a Confederate privateer, but that he could get no tangible information upon which to found a demand for her detention. He says she came out from England four or five months since; has had her decks strengthened to carry guns. Has no guns yet on board, but is going into Wilmington to receive her battery. Is commanded by a Lieutenant Knox, of the Confederate Navy, who is now sick of yellow fever at St. George; has only a few men of her crew on board, and will not be ready for sea for five or six weeks.

My opinion, based upon Mr. Norton's observations, is that she is nearly, if not quite, ready for sea; that her crew are on board, and probably were made up from the draft of Confederates the consul spoke of as having been lately removed from the island; and I think the probability is she has her battery now on board stowed away below, and that she will sail from Bermuda directly upon her cruise, without risking the run into Wilmington; and I also think it probable the *Tallahassee* sailed upon her cruise from Bermuda.

I have communicated this intelligence to Captain Sands, the divisional officer of the West Side blockade off Wilmington, and his opinion is that the *Hawk* is the vessel destined for the command of Captain Maffitt, of the rebel Navy, who is said to have sailed in the *Coquette* from Wilmington lately for Bermuda, which I think quite probable.

Her fitting out is conducted very mysteriously; no one allowed on board without a pass from her commander, who is very cautious about granting them.

On account of the ravages of yellow fever, the consul declared the blockade-running business from Bermuda to be at an end for the season, being transferred from thence to Halifax. In a Bermuda paper of the 16th I observed the clearance of several noted blockade runners for that place, which makes me think it will be partially carried on from there at all events, though the same paper contained notices of the clearance of others for Nassau, New Providence. In the same paper there is no notice of the presence of yellow fever, and only two deaths are mentioned as having occurred—one on the 7th and the other on the 11th instant.

I should have added to my list of vessels mentioned as suspected of being destined for conversion into cruisers against our commerce the British screw steamer *Plantagenet*, now lying in Bermuda; but as I observe she is advertised in this same paper to sail on the 19th instant for Liverpool, I am inclined to doubt the report.

There were seven blockade-running steamers, cotton loaded (one having three smokestacks), unloading alongside of the banks in the harbor. The wharves and banks were covered with large quantities of cotton. Two others were lying in the old quarantine harbor, one having three and the other two smokestacks.

We obtained no late intelligence of the movements of the *Tallahassee*, or of any other of the rebel cruisers now acting against our commerce.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler, of the sacrifice of the fittings of that vessel for fuel, caused by deficiency in coal supply.

U. S. S. R. R. CUYLER,
Hampton Roads, August 23, 1864.

SIR: I have the honor to inform the Department that I arrived at this anchorage at 6:35 p. m. yesterday, and I regret to say in a condition completely unfitting the vessel for service at present, in consequence of the sacrifices of her fittings and equipment I found it necessary to make by using them as fuel to bring her into port, our coal giving out on the passage from Bermuda hither.

In explanation of the above I beg leave to offer the following narrative of the events attending the misfortune. In compliance with your telegraphic instructions of 13th instant, received at 4 a. m. of the 14th, I at once resumed the coaling of the vessel begun the day before, and at noon, having received, according to the engineer's report, 117 tons on board, making, in addition to that already in, 130 tons in the bunkers, I judged myself in a condition to carry out so much of your orders that further delay would be unjustifiable, and I accordingly proceeded to

sea, using four furnaces and burning 15 tons of coal per diem, as has been my custom in ordinary steaming. We made good speed, and I calculated could remain out under ordinary circumstances about seven days. I took occasion, however, to call Acting Chief Engineer Waite up and caution him particularly to watch the expenditure of the coal closely, and see that no suddenly discovered deficiency occurred to bring us into difficulties. On the morning of the 18th we anchored outside of the harbor of St. George, Bermuda, and communicated with the consul, in accordance with instructions. For the result of our observations and the intelligence received I beg leave to refer you to accompanying report. Yellow fever being reported as raging violently in the place, my boat instantly returned to the vessel, and I at once got underway at 12 m. of the same date, and proceeded to sea. On the morning of the 19th the chief engineer's daily report gave us 69 tons 5 hundredweight 4 quarters [sic] of coal on hand. That evening at 8 p. m. he came to me and reported only 30 tons of coal in the bunkers, we being at that time about 400 miles to the eastward of Cape Henry. Though considerably startled by such an unexpected deficiency, upon calculation I concluded I should have no difficulty in reacing Hampton Roads, if favored with good weather. Mr. Waite could give me no explanation of the extraordinary inaccuracy of his coal account. Early on the morning of the following day I caused another investigation to be made into the amount of coal on hand, when, to my utter dismay, Mr. Waite reported only sufficient coal on hand to last until 4 p. m., or about 10 tons, making a total deficiency unaccounted for, in the expenditure of 130 tons of coal said to have been contained in the bunkers only about five days previously, of 49 tons. It was useless to ask further explanation at the time of such a remarkable occurrence. My duty was to get the vessel safely into port, then over 300 miles distant, if possible, and I addressed myself at once to the task by collecting all fuel on board, breaking up spare gun carriage and transportation slide and all other spare articles capable of being converted into fuel, breaking down all heavy bulkheads below, and, in fact, thus disposing of everything available that I thought could best be spared. As all the material I could thus muster together, however, it was calculated would not suffice to last until midnight, I was forced to look further, and decided to dismount the stern rifle chase gun and break up its carriage and slide—which I would soon have been compelled to call a survey upon, as it was much deteriorated by dry rot and other causes—and the poop deck upon which it was mounted. This I thought would, in connection with the coal on hand, last me until the following day, and meanwhile I hoped to fall in with succor. That afternoon and the following morning we saw a couple of vessels, but could not afford to deviate far from our course upon a chance so slight of obtaining fuel. At 8 a. m. of the 21st, however, we succeeded in intercepting, bringing to, and boarding the British brig *Emma Dean*, of Nassau, New Providence, from New York bound to Matamoras, and obtained from her the following articles of fuel: Forty-four pieces of heavy oak plank, containing 3,146 feet; sixty-one pieces of hickory plank, containing 1,562 feet; a few pine boards, one pitch-pine jibboom, and 1,426 pounds of anthracite nut coal, giving him a certificate for the same, of which the enclosed is a copy. I can not refrain here from expressing my appreciation of the cheerful readiness with which my wants were supplied by Captain Mount, of the *Emma Dean*, to the extent of his ability. He wished at parting that he could have done more for our relief. He did much, for without this providential supply,

if we had ever succeeded in gaining port, it would have been at the cost of the almost complete dismantlement of this vessel. Still, it did not suffice for our necessities, and I proceeded to send down topmasts and rigging and yards, cut them up, and breaking up the railing of the vessel. In the evening I sent down the lower rigging and cut it up for fuel, and fitted the lower masts with manila shrouds. With this I hoped to make a harbor and to come in with my battery almost intact and my vessel not seriously crippled, and would have succeeded but for a 3-knot current which set us back 72 miles in twenty-four hours. In the midwatch of the same night it became evident that further sacrifices were necessary, and no time was to be lost in making them, as steam was running low. At this time I discovered by the lead the error in our reckoning, and perceived that much fuel was required yet to bring us to the land about Cape Henry, within 15 miles of which place I had supposed myself to be. I then broke up the coal bunkers and shaft alley, and finally found myself with no resort but on the main deck, where I was forced to tear up the fighting decks under the guns and reluctantly to begin dismounting the main-deck battery and destroying the carriages. Three of the main deck 32's were thus dismounted and the carriages burned, the guns being lashed alongside of their respective ports. The decks upon which the battery worked have been more or less used up for fuel. I was also forced to burn the forward part of the deck house. I can form no accurate idea of the time it will require to refit the vessel for service, but should judge that at an active dockyard she might be put into her primitive condition certainly within three weeks.

Before closing the report of this unfortunate affair I feel it my duty to inform you that, owing to the general slackness which I have observed in the administration of Acting Chief Engineer Waite's department, and of which I have previously complained to Acting Rear-Admiral Lee, I took occasion to give an express order upon the occasion of our taking in coals for this last cruise that one of the engineer officers should personally superintend the receipt and weighing of the coal.

In conclusion I have to request that an investigation may be instituted into the causes, etc., of this unfortunate affair, which has temporarily deprived the Government of the services of a fast and efficient vessel at a time when they were particularly needed, and hazarded the existence of all on board.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, transmitting information from U. S. consul at Halifax, Nova Scotia, regarding the C. S. S. Tallahassee.

NAVY DEPARTMENT, *August 23, 1864.*

SIR: The U. S. consul at Halifax reports by telegraph, under date of the 22d instant, as follows, viz:

Tallahassee spoken by British brig yesterday off Cole Harbor, Nova Scotia. One or two more rebel cruisers, formerly blockade runners, similar in description to the *Tallahassee*, expect to leave Wilmington daily, if not already left, to prey upon our commerce along Northern coast. Of this there is no doubt.

Use every exertion to complete repairs of the *Juniata* and have her ready to sail on receipt of orders by telegraph.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain W. R. TAYLOR,
Commanding U. S. S. Juniata, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *August 24, 1864.*

How soon can the *Vanderbilt* go to sea to cruise on coast, omitting all unimportant repairs?*

GIDEON WELLES,
Secretary of the Navy.

Commander C. H. BALDWIN, U. S. Navy,
Commanding U. S. S. Vanderbilt, Allaire Works, New York.

[Telegram.]

CHARLESTOWN, MASS., *August 24, 1864.*
(Received at Washington 10:40 a. m.)

Your telegram of 23d reached me this a. m. Two mortar schooners ready. *Massasoit* will receive crew to-morrow at 9 o'clock a. m., when she will be ready. The *Saco* will be ready with machinery on Saturday.

S. H. STRINGHAM,
Commandant.

Hon. G. WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *August 24, 1864.*

There are suspicions that other vessels besides the *Tallahassee* may soon be on the coast. Direct the *Massasoit* to cruise from Cape Cod to St. John, New Brunswick. Commanding officer must be vigilant.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston, Mass.

Order of the Secretary of the Navy to the commandant navy yard, Boston, regarding the disposition of some of the vessels at that station.

NAVY DEPARTMENT, *August 24, 1864.*

SIR: You were telegraphed this day to send the *Massasoit*, as soon as ready, to cruise from Cape Cod to St. John, New Brunswick, in search of pirates. As soon as the *Saco* is ready you will dispatch her on similar service. There is some apprehension that assaults may be made on our commerce on that line.

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*Reply not found.

The orders to the *O. H. Lee* and *John Griffith* to proceed to the Mexican Gulf Squadron are revoked. You will direct the latter, the *John Griffith*, to proceed to Port Royal and report for duty in the South Atlantic Squadron, and the former, the *O. H. Lee*, to proceed to Tampa, Fla., and report for duty on the Eastern Gulf Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston, Mass.

[Telegram.]

NEW YORK, *August 24, 1864.*
(Received at Washington 4:45 p. m.)

I have but just received report of engineers. The *Iosco* is ready; *Dumbarton* can go to sea to-morrow night; *Nereus* and *Florida* can go to sea for a short time with little speed to-morrow night; *Pawtuxet* can go on Saturday.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Report of Commodore Godon, U. S. Navy, commanding U. S. S. Susquehanna, of the cruise of that vessel in search of the C. S. S. Tallahassee.

U. S. FRIGATE SUSQUEHANNA,
New York, August 24, 1864.

SIR: I have the honor to report that in obedience to an order from Admiral Paulding of the 12th instant I immediately got up steam and proceeded about midnight to sea, passing the bar at high water at 6 a. m.; spoke several foreign vessels bound in, and at 2 o'clock, 20 miles beyond Fire Island, fell in with the bark *Suliote*, having on board the passengers of the ship *Adriatic* and pilot belonging to pilot boat *No. 24*, both vessels having been destroyed by the *Tallahassee* the day previous some 40 miles to the southward and eastward of Montauk.

From them I learned that the privateer when last seen had destroyed pilot boat *No. 22*, and was steering southeast.

I had been informed by the admiral that he had telegraphed to Boston and Philadelphia, and that one vessel lying off the Hook had preceded me. On this information I determined to steer to the southward and eastward with as much steam as I could carry, and strike for Bermuda, sending word at the same time to the admiral by the *Suliote* that I had done so.

I reached the neighborhood of Bermuda on the 16th, and steamed around the island the following day.

The British steamer *Spitfire* came out and communicated with me on the evening of the 17th, and I received a paper of that date from her. She reported the yellow fever prevailing, but I heard nothing of the *Tallahassee*.

I followed a line in toward Cape Fear to within 120 miles of the coast, and steered along the outer edge of the Gulf Stream, crossing about Hatteras, thence along the inner edge of the same toward New York, boarding all I met with.

Noticed considerable cotton for two days on my passage, evidently thrown overboard from blockade runner.

The first two days the engines did not work as well as could be desired, the journals and guides heating. The buckets in the wheel became loose, one of which we lost, with a number of bolts; were compelled to stop not less than six times, and could not make great speed. The fire crew, too, were very new to the work. We have done better since, but I regret to find thus far no satisfactory speed obtainable. I hope for better things in this respect.

I have consumed some 390 tons of coal in something more than eleven days' steaming.

From the newspapers received by boarding vessels yesterday and to-day I could obtain no information to guide me in any other movements, and I beg leave to report my return to this port.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore, Commanding U. S. Frigate Susquehanna.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from the Secretary of the Navy, to be furnished by the commandants of navy yards to commanders of vessels sent in pursuit of Confederate cruisers.

NAVY DEPARTMENT, *August 25, 1864.*

SIR: Hereafter, when steamers are sent from the navy yard in search or pursuit of piratical cruisers, or on other extraordinary service, you will embody the following in your instructions to them:

Telegraph your arrival at each port you may enter to the Navy Department, but your departure therefrom need not be delayed in waiting for an answer, unless you consider an answer necessary.

Be economical in the use of coal, unless under orders to some designated point, or on the track of a piratical vessel, when speed and dispatch are essential and important. Sails are to be used under ordinary circumstances, or when they can be used without serious detriment to the service, the fires being kept banked. On returning from a cruise, report the result to the Department, and furnish it with a statement of each port visited, the purpose and duration of the visit, and when you remain for a length of time, explain the necessity or object of it.

Report the length of time under sail, under steam, and under both sail and steam, respectively; also all vessels spoken or boarded, and other incidents of interest or importance during the cruise.

The commandant of the yard will telegraph the departure of each vessel on such service, also their return, adding when the vessel can again go to sea.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM, U. S. Navy,
Commandant Navy Yard, Boston.
Rear-Admiral H. PAULDING, U. S. Navy,
Commandant Navy Yard, New York.
Commodore C. K. STRIBLING, U. S. Navy,
Commandant Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *August 25, 1864.*

Direct *Saco* to proceed along the coast and enter Bay [Gulf] of St. Lawrence by Gut of Canso, and protect our fishing vessels in the bay and vicinity. Report to Department from every port entered, and economize coal.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston, Mass.

Instructions from the Secretary of the Navy to Commodore Godon, U. S. Navy, commanding U. S. S. Susquehanna, regarding the cruise of that vessel in search of Confederate cruisers.

NAVY DEPARTMENT, *August 25, 1864.*

SIR: Proceed to sea with the *Susquehanna* and cruise from the latitude of New York to the latitude of Cape Cod and toward Cape Sable, Nova Scotia, for the protection of our commerce against the rebel pirates.

You will deviate from these instructions and act as your judgment dictates should you receive definite information of the movements of rebel craft.

As often as once in two days, if within 20 miles of any port, you will enter and ascertain if there is any intelligence relative to pirates. You will communicate your proceedings to the Department as often as practicable, and be sparing of the expenditure of coal under ordinary circumstances.

It is supposed that in addition to the *Tallahassee* there is a rebel vessel similar to her (the *Edith* formerly) at sea, or soon will be on the coast. A description of her, as far as known to the Department, is enclosed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna, New York.

P. S.—Whenever you enter a port telegraph the fact to the Department, but your departure need not be delayed by awaiting an answer, unless you deem it necessary.

G. W.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of the service of that vessel as convoy for the steamer Crescent.

U. S. S. ADMIRAL,
Off Port Royal, August 25, 1864.

SIR: In obedience to your order of the 19th instant I left New York on the 20th instant, bound to the Delaware Breakwater, to meet the army transport which I was to convoy south. I arrived at the Delaware Breakwater at 1:30 p. m. of the 21st instant and found the steamer there. After making arrangements with the captain in regard to night signals, I proceeded to sea at 4:45 p. m. of the same date, with

the steamer *Crescent* under convoy. Before starting I cautioned the captain in regard to giving a wide berth to Cape Hatteras and the other points along the coast. He said as his vessel was not insured he would be careful to do so. On the night of the 23d instant, at 12:30 (midnight), Cape Romain light-house bearing W., 17 miles distant, I was signalized by the U. S. frigate *Wabash* and gunboat *Flambeau*, and was afterwards spoken by the latter, which detained me about twenty minutes. On proceeding on my course I found the *Crescent* to be about 5 or 6 miles W. by N. of us, and signalized to him by firing a rocket and burning Coston's night signals to keep offshore, which I suppose he did not observe, as he still held on his course. At 1:30 a. m. I found by sounding that I only had 5 and a quarter less 5 fathoms of water, and accordingly hauled off to the southward. At 3:15 a. m., as we altered his bearings so rapidly, and judging from the course I was on, I concluded he had gone ashore; I slowed down to half speed, and at 4 a. m. stopped and waited for daylight, when I saw the *Crescent* ashore on Cape Romain Shoal, and a United States gunboat to the S. W., which proved to be the U. S. S. *Nipsic*. At 7:15 a. m., in company with the *Nipsic*, I proceeded to Cape Romain Shoal; at 8 saw the *Crescent* ashore on Cape Romain Shoal; at 10 a. m. perceived her working her engine and gradually turning her head to the east; at 10:15 a. m. she was afloat and steering east; at 10:30 she passed us and proceeded on her way, having got off without damage. Arriving off Port Royal Bar at 10 p. m. on the night of the 24th instant, and as the *Crescent* could not run in until daylight, I anchored with her under my guns. At 7 a. m. of the 25th instant, as the commanding officer of the *Crescent* required my services no longer, I proceeded on my voyage south.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, announcing the escape of the C. S. S. Tallahassee into Wilmington, N. C.

FLAGSHIP, NORTH ATLANTIC BLOCKADING SQUADRON,
Beaufort, August 26, 1864.

SIR: The *Monticello* arrived to-night with a dispatch from Captain Glisson, reporting that the *Tallahassee*, or some other armed steamer, ran into New Inlet, Wilmington, last night, and, hoisting rebel colors, this morning exchanged salutes with the fort.

Acting Master Phelon, temporarily commanding the *Monticello* in the absence of Lieutenant Cushing, reports that while near the shore about 8 miles N. E. by N. from Fort Fisher last night, and heading to the southward, he discovered a steamer, distant about 500 yards, coming from N. by E. and heading inshore. Receiving no answer to his repeated challenge, he fired into the stranger and threw up rockets in the direction of New Inlet. The strange vessel sheered and returned his fire and kept on.

The *Santiago de Cuba*, Captain Glisson, and the *Mercedita* came up promptly, but the stranger being low in the water and fast, was soon out of sight, pursued and fired at by the *Monticello*, who was fired upon by the battery above Fort Fisher.

I leave for Wilmington in the morning, and the Department may feel assured that every effort is being made by myself, the officers and men of my command, to make the blockade off Wilmington effectual. But it is impossible to prevent some violations of the blockade on dark nights by steamers built expressly for the purpose.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

[P. S.] EN ROUTE TO WILMINGTON,
Sunday, August 28, 1864.

The *Ascutney* thinks she fell in with the *Tallahassee* off Cape Lookout Shoals on the 25th instant, and that the *Tallahassee* did not seem disposed to avoid her until the *Quaker City* came up, when the *Tallahassee* made off rapidly from them. The *Ascutney* is reported broken down. A survey is ordered.

S. P. LEE,
Acting Rear-Admiral.

Report of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting reports of escape of C. S. S. Tallahassee into Wilmington, N. C.

FLAGSHIP MALVERN,
Off New Inlet, N. C., September 3, 1864.

SIR: Captain Glisson, under date of 29th instant, encloses reports from the *Mercedita*, *Britannia*, and *Niphon* in relation to the running into Wilmington of the rebel privateer, supposed to be the *Tallahassee*, reported in my No. 536, of 26th ultimo.

The firing from the *Monticello* attracted the attention of the other vessels near her station, which followed its direction, and the strange steamer was seen and fired on in succession by the *Mercedita* (temporarily commanded by Acting Master D. E. Taylor) and *Britannia*, the fire of each being returned without effect, except that the wheelhouse of the *Britannia* was slightly damaged by a shrapnel exploding close aboard. This vessel, Acting Volunteer Lieutenant Huse commanding, chased the privateer, firing on her repeatedly, until she was close under Fort Fisher, when the Mound Battery opened and the *Britannia* withdrew out of range. Acting Volunteer Lieutenant Huse feels confident that two of his shots took effect.

The privateer was also seen indistinctly from the *Niphon*, passing through the Swash Channel.

It is much to be regretted that this armed cruiser succeeded in escaping. She was distinctly seen from the *Niphon* on the morning of the 26th, at anchor under the Mound Battery. She was a large double-stack propeller, with one mast, painted white or light lead color, carrying apparently three guns—two aft and one forward.

The following are enclosed:

(1) August 26, report of Acting Master Phelon (see my No. 536, of 26th ultimo).

(2) August 29, report of Captain Glisson, enclosing:
(*a*) August 26, report of Acting Volunteer Lieutenant Huse, *Britannia.*
(*b*) August 26, report of Acting Volunteer Lieutenant Breck, *Niphon.*
(*c*) August 26, report of Acting Master [D. E.] Taylor, temporarily commanding the *Mercedita.*

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. MONTICELLO,
Off New Inlet, N. C., August 26, 1864.

SIR: I have the honor to report that last night at 9:40, while cruising near No. 4 station, Federal Point light bearing S. W. by S., distant 8 miles, 6 fathoms of water, heading S. S. E., I discovered a steamer off our port quarter, bearing about N. by E. (heading in toward the shore), about 500 yards distant. I put my helm hard to port and challenged him, but receiving no answer, after the second challenge I fired at him with grape from my 9-inch gun. The strange vessel put his helm to port and fired at this ship, the shell passing directly over us, exploding a short distance beyond. I then fired a shell from my forward 30-pounder broadside, to which he replied with grape, which struck the water close astern. I then fired a shell from the 9-inch and 30-pounder, at the same time sent up rockets in the direction of New Inlet. The strange vessel ran us out of sight in about ten minutes. I kept on steering S. by W. ½ W., throwing up rockets. Soon after, communicated with Captain O. S. Glisson, senior officer, who was coming to my assistance. Also communicated with the U. S. S. *Mercedita.* The strange vessel was long and low in the water, apparently side-wheel, with two short masts. Whether he had one or two funnels I could not make out. During the action we were fired upon quite a number of times by the battery on the beach above Fort Fisher, the shots passing close to us. We were not struck during the engagement.

I have the honor to be, very respectfully, your obedient servant,

HENRY A. PHELON,
Acting Master, Commanding U. S. S. Monticello.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

U. S. S. SANTIAGO DE CUBA,
Off New Inlet, August 29, 1864.

SIR: I have the honor to enclose you the reports from the officers commanding the vessels that saw the privateer on the night of the 25th August, 1864. At the time the signal was made that a vessel was approaching the harbor this ship was steering S. S. W.; wore ship and headed N. N. W., and went ahead at full speed. At 9:45 p. m. saw two more rockets thrown up to the southward and westward, and saw the flashes of several guns. At 10:20 p. m. saw No. 5 Coston signal, and almost at the same time another Coston signal, No. 5, was burned. At 10:25 p. m. saw two vessels on our starboard bow very near to each other. Kept away from them and challenged them, and it was answered,

and we spoke the *Mercedita*, and the captains of the *Monticello* and *Mercedita* came on board and reported that they had been fired into by an armed cruiser, and that they had returned the fire. At 10:40 p. m. there was heavy firing in the direction of the bar. Stood down toward the bar, but could see nothing. I deeply regret that with all our vigilance the vessels continue to enter and depart from this port.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain and Divisional Officer.

Acting Rear-Admiral SAMUEL P. LEE,
Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.

[Subenclosures.]

U. S. S. BRITANNIA,
Off New Inlet, N. C., August 26, 1864.

SIR: On getting underway last evening I ran in on the southern part of No. 2 station, keeping the Mound light bearing from W. by S. to W. S. W. At 9:45 saw a rocket about N. E. thrown toward S. W., and shortly after several rockets were seen thrown in different directions, with considerable firing. Went to quarters. Saw one green or blue light and two Coston challenges burned to N. E. Saw no answer. At 10:15 exchanged signals with *Niphon* to southward. Backed ship slowly into 4½ fathoms, Mound light bearing W. S. W. ½ W. Much signaling from Fort Fisher, the Mound, and batteries to northward. At 10:30 ship in 4½ to 4¾ fathoms water, heading about S. E.; saw a stranger on our port quarter running alongshore toward Fort Fisher. Put the helm hard aport and went ahead fast, and fired as soon as the guns would bear. Continued firing and chasing until she was close under Fort Fisher, in white water, the breakers being between us and her. She fired one shrapnel at us, which burst close aboard, cutting our starboard paddle box a little. The Mound also fired at us, and the stranger being past Fort Fisher, we hauled off into 5½ fathoms. I feel confident that two shells took effect on her; one from 12-pounder rifled howitzer exploded directly over her, lighting up her decks and showing that she was a white propeller with two smokestacks and one mast. At about 1 o'clock a. m. saw several rockets and guns to N. E. Saw no vessel, though the middle and latter part of the night heard continued firing from direction of Fort Caswell.

Very respectfully,

SAMUEL HUSE,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Beaufort, N. C.

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U. S. S. NIPHON,
Off New Inlet, N. C., August 26, 1864.

SIR: I have the honor to report that at 6:30 last evening got underway and stood for our inshore station (No. 1). At 8 p. m. on our station, Fort Fisher bearing W. N. W. and Mound W. About 9 saw a rocket thrown to the S. E. and immediately beat to quarters. About 10 saw several rockets to the northward and eastward, and Coston signals No. 5; also heard heavy firing. Remained on our station at the mouth of the channel with all hands at quarters, as I thought that an armed vessel was trying to get in; *also heard* guns from the batteries

to the northward of us. About 10:30 two shells were fired at us from a vessel going in through the Swash Channel. She was very indistinctly seen, as there were breakers between us, and we being so near the fort at the time, I did not deem it prudent to fire at her; also for the reason that there was but a slight chance of our doing any damage to her. About 1 a. m. heavy firing commenced in the direction of Fort Caswell and continued for nearly three hours. About 2 saw a Coston signal (No. 5) and the flash of a gun bearing N. E. At daylight saw a vessel at anchor near the Mound. She was a large screw steamer, painted light lead color, and apparently carrying three guns—two abaft and one forward; two smokestacks near together, small foremast, and had a white rebel ensign flying at her flagstaff. About 5 started for day station and let go kedge about 6. At 6:30 Fort Fisher fired a salute, which was returned by the rebel steamer.

Very respectfully, your obedient servant,

J. B. BRECK,
Acting Volunteer Lieutenant, Commanding U. S. S. Niphon.

Captain O. S. GLISSON, U. S. Navy,
Comdg. First Division North Atlantic Blockading Squadron,
U. S. S. Santiago de Cuba.

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U. S. S. MERCEDITA,
Off New Inlet, N. C., August 26, 1864.

SIR: I respectfully report that last evening at or near 10 o'clock I saw flashes and heard the reports of great guns, bearing N. by W. from this vessel, this ship being on the station No. 8, as per chart, and 2½ miles from the beach. Cleared ship for action and stood for the firing, when I caught sight of a two-smokestack steamer (propeller, I think) inshore of my position and standing toward the bar, going very fast. Not receiving an answer from my challenge, I fired two guns (20-pounder rifle with shell and 32-pounder with shell) at the vessel, when I lost sight of her. I fired a rocket to warn the others on the bar. The vessel fired a shell at this ship, striking the water some 20 yards from us and exploding without damage. I afterwards spoke the U. S. S. *Monticello*, who had previously been engaged with the stranger. I think it is the armed cruiser *Tallahassee*.

I am, sir, very respectfully, your obedient servant,

D. E. TAYLOR, U. S. Navy,
Commanding U. S. S. Mercedita.

Captain O. S. GLISSON, U. S. Navy,
Divisional Officer off New Inlet, N. C.

Order of the Secretary of the Navy to Commander Drake, U. S. Navy, commanding U. S. S. Iosco.

NAVY DEPARTMENT, *August 27, 1864.*

SIR: Proceed with the *Iosco* under your command along the coast and enter the Bay [Gulf] of St. Lawrence by the Gut of Canso, and give protection to our fishing vessels in the bay and vicinity.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander A. J. DRAKE,
Commanding U. S. S. Iosco, New York.

[Telegram.]

NAVY DEPARTMENT, *August 27, 1864.*

Do not let the *Susquehanna* sail until further orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *August 27, 1864.*

Revoke the orders for the *Saco.*

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston, Mass

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Massasoit, of the departure of that vessel from the Boston navy yard.

U. S. S. MASSASOIT,
Boston Harbor, August 27, 1864—8 p. m.

SIR: I have the honor to inform the Department that I left the navy yard in this vessel for a cruise at 5:40 p. m. this day. The pilot deeming it advisable to anchor for the night, I did so, and will go to sea at daylight to morrow, the 28th.

We have been rather long in getting thus far, on account of a difficulty with the engine in passing her center; but I hope this will be overcome.

I regret very much to state that we lost six of our men by desertion. Three were missing after hauling off from the wharf and three got clear of one of the boats. Proper steps have been taken to recover them, and also a reward offered for each man.

No exertion on my part will be lost in making the *Massasoit* perform the service required of her.

I have also to report this vessel short her complement of officers one acting master and one acting master's mate.

I am, sir, with great respect, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, acknowledging the receipt of orders to cruise for the protection of fishing interests.

U. S. S. IOSCO,
Sandy Hook Bay, August 28, 1864.

SIR: I have the honor to acknowledge the receipt of your orders dated August 27, ordering me to proceed with the *Iosco* along the coast

and enter the Bay [Gulf] of St. Lawrence by the Gut of Canso, and give protection to our fishing vessels in the bay and vicinity, which order I shall immediately proceed to obey.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. San Jacinto, of the cruise of that vessel in search of C. S. S. Tallahassee.

U. S. S. SAN JACINTO,
Portsmouth, N. H., August 30, 1864.

SIR. I have the honor to inform the Department of the arrival of this vessel at this port from a cruise off Halifax and the eastward, in search of the pirate *Tallahassee*, in obedience to an order from Rear-Admiral Paulding.

I left New York on the morning of the 19th of August, and steamed at full speed until my arrival off Nova Scotia.

When close in off the mouth of Halifax Harbor, August 24, was spoken by a pilot of that place and informed that the day previous an American man-of-war, name unknown, had passed in and still remained there; also that the *Tallahassee* had sailed several days before. On the following morning I intended to communicate by boat with the vessel or the American consul for such information as might be obtained, but owing to the dense fog I did not consider it safe to send a boat so far from the vessel, the town being some 10 miles from the mouth of the harbor; nor has there been one day since, until yesterday, that I could have seen a vessel one-quarter of a mile from the ship.

Have been obliged to run the entire distance from the eastward of Halifax to the westward of Seal Island by the lead; fortunately, the chart was from a late survey and the soundings correct.

The coal having been all expended, I was obliged to put into this port for further supply.

I am, sir, very respectfully, your obedient servant,

J. N. QUACKENBUSH,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Pontoosuc, of the cruise of that vessel in search of C. S. S. Tallahassee.

U. S. GUNBOAT PONTOOSUC,
Navy Yard, New York, August 30, 1864.

SIR: I have the honor to report that I left Portland, Me., on the 16th instant and proceeded along the coast of Maine, speaking and boarding all vessels in sight for news of the rebel steamer *Tallahassee*. Obtaining none, I put into Eastport at 4 a. m. on the 17th. At 3 p. m. I received information that two vessels were burned on the 16th off Friendship. As soon as the fog cleared I got underway, hoping to intercept the vessel, but before getting out of the harbor I received information that she had arrived at Halifax. At 9:30 p. m. of the 18th

instant I sailed for Halifax, arriving there at 6:15 a. m. of the 20th instant, and communicating with the U. S. consul found that the *Tallahassee* left her anchorage at 11 o'clock on the night of the 19th, and was last seen at 3 a. m. on the 20th instant, steering southeast. As it was the consul's impression that she had gone into the Gulf of St. Lawrence to destroy our fishing fleet, I started in pursuit. On the morning of the 21st instant I communicated with the U. S. consular agent at Plaster Cove [Gypsum Cove], in the Gut of Canso. Receiving no news from him, I then proceeded to Prince Edward Island, through the fishing fleet, then to Magdalen Islands, and hearing nothing of the rebel steamer in those waters, passed around Cape Breton Island to Sydney for coal, and after taking in 100 tons I sailed for New York, arriving at 2 o'clock p. m. this day.

I am, sir, very respectfully, your obedient servant,

GEO. A. STEVENS,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Clary, U. S. Navy, commanding U. S. S. Dacotah, in view of a report made by him regarding the proximity of C. S. S. Tallahassee.

NAVY DEPARTMENT, *August 30, 1864.*

SIR: Rear-Admiral Stringham has forwarded to the Department your report made to him on the 19th instant of your cruise in search of the *Tallahassee.*

You state in your report that when in the vicinity of Seal Island, about midnight of the 16th instant, you made a red light, and around it, seemingly, black smoke or a bank of fog, and that you are of opinion that it was the pirate steamer *Tallahassee,* and that the light was used as a decoy for some of our fishermen to respond to, as no such lights or signals are used usually by them.

The Department does not understand from your report that you attempted to come up with the light or what became of it. Please explain this matter.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander A. G. CLARY,
Commanding U. S. S. Dacotah, Boston, Mass.

[Telegram.]

HALIFAX, *August 30, 1864.*
(Received at Washington 10:30 a. m.)

Report comes from Shediac, New Brunswick, that the *Tallahassee* has destroyed twenty fishing vessels off Cape North. Two or three fast war vessels dispatched to principal fishing stations would be of great service.

M. M. JACKSON,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to the commandant navy yard, New York, to send the U. S. steamers Tallapoosa and Pawtuxet to the Gulf of St. Lawrence.

NAVY DEPARTMENT, *August 30, 1864.*

Order the *Tallapoosa* and *Pawtuxet* to proceed with all dispatch to the fishing squadrons on Gulf of St. Lawrence and coast of Newfoundland, touching at Halifax for information as to pirates. Should either get on track of *Tallahassee*, she must be followed wherever she goes.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Navy Yard, New York.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. ship Ino, to proceed to Newfoundland for the protection of fishing interests.

NAVY DEPARTMENT, *August 30, 1864.*

SIR: Proceed with the U. S. ship *Ino* to the fishing banks of Newfoundland and cruise there for the protection of our fishing fleet. You will remain in that vicinity one month, and then proceed to Portland, Me., from which place you will report your arrival by telegraph and await further orders from the Department. Disguise your vessel so that she will not be taken for a man-of-war should one of the pirates happen to sight her.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Volunteer Lieutenant CHAS. A. FRENCH,
Commanding U. S. ship Ino, Hampton Roads.

Order of the commandant navy yard, New York, to Commander Spotts, U. S. Navy, commanding U. S. S. Pawtuxet, to cruise for the protection of fishing interests in the Gulf of St. Lawrence.

NAVY YARD, NEW YORK, *August 30, 1864.*

SIR: You will without delay proceed to sea and shape your course for the fishing squadron in the Gulf of St. Lawrence and on the coast of Newfoundland, touching at Halifax for information as to pirates.

Should you get on the track of the *Tallahassee* follow her wherever she goes.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Commander J. H. SPOTTS,
Commanding U. S. S. Pawtuxet.

[Telegram.]

NAVY DEPARTMENT, *August 31, 1864.*

Direct the *Saco* to cruise off Halifax for pirates and blockade runners.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, *August 31, 1864.*

Have *Pawtuxet* anchored off the Battery ready for sea to wait further orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING, U. S. Navy,
Commandant Naval Station, New York.

[Telegram.]

BROOKLYN, *August 31, 1864.*
(Received at Washington 4 p. m.)

Dispatch received. *Pawtuxet* here; will anchor off the Battery to await further orders.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from the Secretary of the Navy to Cornelius Vanderbilt, esq., offering extended convoy for the California steamers.

NAVY DEPARTMENT, *August 31, 1864.*

SIR: You are aware that the California steamers are now convoyed, in accordance with your wishes, only from Mariguana to Navassa, outward bound. As the rebels now have a very swift steamer, the *Tallahassee*, at sea, and others of a similar description may soon be out, more extended convoy seems to be needed as a matter of precaution, and will be given if you so desire. If you think it important, convoy will be afforded on the entire passage of the treasure ships from Aspinwall to New York, or so much of it as you may suggest.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. VANDERBILT,
New York.

Report of the commandant navy yard, Boston, acknowledging receipt of Department's orders for U. S. S. Saco.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, September 1, 1864.

SIR: I have the honor to acknowledge the receipt of Department's telegram of the 31st ultimo, to direct the *Saco* to cruise off Halifax for pirates and blockade runners.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commodore Godon, U. S. Navy, commanding U. S. S. Susquehanna, regarding cruise in search of C. S. S. Tallahassee.

NAVY DEPARTMENT, *September 1, 1864.*

SIR: The following instructions are substituted for those addressed to you on the 25th and 31st ultimo:

Proceed to sea with the *Susquehanna* and cruise from the latitude of New York toward Cape Cod, Mass., and Cape Sable, Nova Scotia, and as far east as Halifax, for the protection of our commerce against the rebel pirates, and for the purpose of intercepting vessels engaged in violating the blockade.

It is supposed that in addition to the *Tallahassee* another rebel vessel, similar to her and formerly called the *Edith*, is now on the coast, or soon will be. A description of her, so far as known to the Department, is herewith enclosed.

Owing to the prevalence of yellow fever at Bermuda and Nassau, the blockade-running vessels seem to be making Halifax a port for the convenience of their operations, and to be carrying on trade between that place and Wilmington. I transmit herewith some extracts from consular dispatches giving information and description of some of the vessels that are suspected of being engaged in violating the blockade or in the employment of the insurgents. The fact, however, that a suspicious vessel has been indicated does not authorize you, as you will observe from the Department's circular letter* of August 18, 1862, herewith enclosed, to depart from the practice of the rules of visitation, search, and capture prescribed by the law of nations.

I also enclose for your information and observance a copy of the Queen's neutrality proclamation.

As often as once in two days, if within 20 miles of a port of the United States, you will enter and ascertain if there is any intelligence relative to the pirates. Whenever you enter a port telegraph the fact to the Department, but your departure therefrom need not be delayed by waiting for an answer, unless you consider an answer necessary.

You are authorized to deviate from these instructions and to act as your judgment may dictate should you receive definite information of the movements of the piratical vessels.

Report your proceedings to the Department as often as practicable, and be sparing of the use of coal under ordinary circumstances.

Very respectfully, etc.

GIDEON WELLES,
Secretary of Navy.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna, New York.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, regarding that vessel.

U. S. S. IOSCO,
Off Portsmouth, N. H., September 1, 1864.

SIR: I have the honor to inform you that I have this day sailed from Portsmouth, N. H., having repaired my wheel ropes and filled up with coal.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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*See Vol. 1, p. 417.

Letter from Cornelius Vanderbilt, esq., to the Secretary of the Navy, accepting the offer of extended convoy to California steamers.

NO. 5 BOWLING GREEN,
New York, September 1, 1864.

DEAR SIR: Your letter of the 31st ultimo is received, relative to your offer of a convoy to the outward and homeward bound California steamers, for which I am very much obliged. On some occasions heretofore our captains have complained of the slowness of the convoy, but as they were in company for only two or three days it did not prolong the passage seriously. However, we shall give the captains directions to lengthen their time to nine days to and from Aspinwall. I hope this will be all the time required.

I am aware that this arrangement will conduce to the confidence of the traveling public, as well as to the shippers of treasure, and have no doubt that it will be satisfactory to the commercial and every other interest of our common country.

Very respectfully, your obedient servant,

C. VANDERBILT.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *September 1, 1864.*

Direct the *Nereus* to accompany the California steamer that sails on the 3d instant all the way to Aspinwall and back.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of the commandant navy yard, New York, to Commander Howell, U. S. Navy, commanding U. S. S. Nereus, to proceed on convoy duty.

NEW YORK NAVY YARD, *September 1, 1864.*

SIR: You will, with the U. S. S. *Nereus* under your command, accompany the California steamer that sails on the 3d instant all the way to Aspinwall and back to New York.

Respectfully, etc.,

H. PAULDING,
Commandant.

Commander JOHN C. HOWELL,
Commanding U. S. S. Nereus.

Report of the commandant navy yard, New York, of the sailing of U. S. S. Nereus as convoy.

NAVY YARD, NEW YORK, *September 3, 1864.*

SIR: I have to report the departure this day of the U. S. S. *Nereus*, Commander J. C. Howell, for Aspinwall, to accompany the California steamer, with orders to return with her.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Massasoit, of the arrival of that vessel at Boston from cruise in search of C. S. S. Tallahassee.

U. S. S. MASSASOIT,
Navy Yard, Boston, Mass., September 4, 1864.

SIR: I have the honor to report my arrival at this place in the U. S. S. *Massasoit*, after a cruise of seven days for pirates.

As it was currently reported in Boston the day before I left that the pirate *Tallahassee* had again been burning our merchant vessels near Halifax, I proceeded to get as near in a direct line from Cape Cod to Seal Island, Nova Scotia, as possible, and shaped my course toward the latter so that I would meet her in the event of her coming south.

Our compasses being two points and a half out of the way (caused by local attraction), we fell some distance to the eastward of Seal Island. The weather being very foggy, and the senior engineer having requested a few hours to adjust some part of the machinery, I directed the pilot if he could find anchorage without going into a port, to do so. At 3:45 p. m. on the 30th of August last we came to anchor off the harbor of Port Medway, Nova Scotia, and remained at anchor twenty-one hours; the engineer required fifteen hours. During this time a small interval of clear weather gave us an opportunity to partially regulate our compasses; the remaining six hours we were detained by the fog.

At the above-named place I learned from a pilot that nothing had been heard from the *Tallahassee* since she was said to have passed through the Gut of Canso on the 24th of last August.

At 1 p. m. on the 31st of August last, the fog having partially cleared away, we got underway to cruise in the Bay of Fundy. At 2 a. m. 1st instant, when about 14 miles distant from Cape Sable, the fog set in so thick that I determined to let the steam go down and let her drift for a time, there being no wind to make sail. At 2:30 a. m. saw what we supposed to be (from the lights shown) a steamer. Immediately beat to quarters and gave chase. At 3:30 a. m., the fog being very thick, lost all trace of her. About this time we came close upon two schooners; one, named the *Empire State*, of New London, Conn., informed us that she had seen the same object and thought it was a steamer from having seen black smoke.

At 6:45 a. m. 1st [instant] spoke the American steamer *Franconia*, from Halifax, bound to Boston. She had no information to give us of importance. This was the steamer, I think, we saw a few hours previously, as she burned soft coal, which made black smoke.

I most respectfully take this opportunity to state to the Department that a cruiser labors under great disadvantage in lying with low steam, as the time taken to get up steam would give any vessel an opportunity to get out of reach, particularly in foggy weather.

At 10:30 a. m. 2d instant we came to anchor off the port of St. John, New Brunswick, near enough to have a good sight in the harbor. After remaining four hours, got underway and stood down the Bay of Fundy. After arriving on the American coast, kept the shore of the State of Maine close aboard until we reached Mount Desert Rock, and I shaped my course toward Massachusetts Bay.

We have been under sail only two hours without steam, continued light winds, calms, and thick, foggy weather having prevented; twenty-five hours at anchor, and six hours under sail and steam; the remaining part of the cruise under steam alone.

The *Massasoit* requires docking, her bottom being very foul, which impedes her speed very much, and has also a bad leak about the stern.

I would also state to the Department that, either intentionally or from neglect, our merchant vessels on their arrival in port fail to report our cruisers after having been spoken by them.

In addition to the steamer *Franconia* and schooner *Empire State*, we have spoken the schooners *Deborah*, of Sidney, *Harriet White*, of Arichat, and a number of small English fishing schooners from Nova Scotia, all of which could furnish us with no information. The thick weather has been the cause of our falling in with so few vessels.

I am, sir, very respectfully, your obedient servant,

R. T. RENSHAW,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, of the arrival of that vessel at Ship Harbor, Nova Scotia.

U. S. S. IOSCO,
Ship Harbor, Gut of Canso, September 5, 1864.

SIR: I have the honor to inform you that I arrived at this place this morning, having experienced heavy head winds from Cape Sable, during which the vessel behaved well, the spar deck leaking considerably. I am compelled to anchor for about twenty-four hours for the purpose of repairing the condenser, the drag crank, and repacking the stuffing boxes.

I would most repectfully ask for instructions with regard to coal and provisions.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Boston, regarding the U. S. S. Saco.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, September 8, 1864.

SIR: I have the honor to state that the U. S. S. *Saco* sailed from this yard this day at half past 10 o'clock a. m.

I am, respectfully, your obedient servant,

ALFRED TAYLOR,
For Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Dacotah, regarding the cruise of that vessel in the search for C. S. S. Tallahassee.

SPRINGFIELD, MASS.,
September 9, 1864.

SIR: I am now in receipt of your communication of the 30th ultimo, enquiring into my report of the cruise of the U. S. gunboat *Dacotah* in search of the pirate *Tallahassee*.

Allow me to make a more minute statement. The afternoon of August 16 spoke an American fishing schooner, who reported seeing the *Tallahassee* about E. N. E. from us, distant some 40 miles; started in pursuit with all speed (5½ to 6 knots). At sunset spoke an English brig, the captain stating that on the 15th [he] saw a steamer answering to the description of the pirate east of Cape Sable (this confirming my previous impressions that the pirate would go into the Bay of Fundy to coal). About midnight of this day (the 16th) discovered an unusual light—a bright red light—officers and crew reporting white lights moving about, apparently aboard the same vessel. At this time it was quite calm, with a light fog and bright moon, with more fog or black smoke in the direction of the light; meanwhile was steaming up to the light, when it disappeared. I worked the ship about in this neighborhood until daylight, when we made an American fishing schooner at anchor (mouth of Bay of Fundy, and about 10 miles from Seal Island). The captain of the schooner had not seen or heard of any strange steamer, although he could not have been more than 8 or 10 miles from where the pirate had burned one of our fishing vessels. I now tried to reach Yarmouth, Nova Scotia, to communicate to our several consuls east, and to obtain a pilot to look into the Tusket Islands and vicinity, for I felt confident of hearing something of the enemy; but the constant heavy fogs and strong current setting out of the bay prevented my reaching either of these places, this occupying us the best part of two days. Getting short of coal (the *Dacotah* only carrying 6½ days' fuel, full steaming) and want of speed compelled me to head back for Boston.

I am of the opinion now that the light we saw was on board the *Tallahassee;* that it was not more than a mile and a half from us, but in sight ten or twelve minutes; but as we were in the direction of the moon were first seen, the lights then disappearing.

I wish to say one word as to the speed of the *Tallahassee.* I chased her into Bermuda (or in that direction) last June, while in temporary command of the *Keystone State,* going nearly 11½ knots for several hours, the *T[allahassee]* (then the *Atlanta*) not even altering her course to avoid us, although we were running to head her off. She must have been steaming some 13½ knots.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Boston, of the departure of U. S. S. Saco.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, September 12, 1864.

SIR: I have the honor to report that the U. S. S. *Saco* has again left this yard for sea, and I trust her machinery may this time work successfully.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

EASTPORT, ME., *September 19, 1864.*
(Received at Washington 7:40 p. m.)

Arrived here with the *Saco* this morning. Can get but 20 tons of coal. As soon as the weather clears shall go to Boston, when it will be necessary to make some change in the apparatus for supplying the boilers with fresh water.

JOHN G. WALKER,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

CHARLESTOWN, MASS., *September 21, 1864.*
(Received at Washington 5:20 p. m.)

U. S. S. *Saco* arrived this p. m. from a cruise in search of privateers. Can go to sea in twelve days.

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Saco, of the arrival of that vessel at Boston, with account of cruise.

U. S. S. SACO,
Boston, September 22, 1864.

SIR: I have the honor to report that I arrived at this port and anchored at 3 p. m. of yesterday.

During the cruise I spoke the English ship *Mary Raymond*, brig *George*, and royal mail steamship *Delta*, with a number of small craft, and chased the royal mail steamers *Arabia* and *Alpha* and two English men-of-war until assured of their character. I was boarded by Halifax pilots and told that the port was filled with blockade runners, but saw none.

The only port visited was Eastport, Me., where I hoped to procure a supply of coal. Failing to get coal and the engines performing badly, I returned to this place. It will probably require two weeks to do the necessary work upon the engines and boilers. The ship was under steam the whole cruise, and sail was also used when possible.

I experienced considerable heavy weather and lost fore-topmast off Halifax.

I have the honor to be, very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Communication from the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting British admiralty notice.

NAVY DEPARTMENT, *August 15, 1864.*

SIR: I transmit herewith for your information and guidance a copy of an admiralty notice* forbidding vessels to come up the River Thames above Gallions with powder, live shells, or combustible stores on board without special permission from the admiralty.

Yours, respectfully,

GIDEON WELLES,
Secretary of Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, Antwerp.

(Same to Captain Henry Walke, commanding U. S. S. *Sacramento*, Cherbourg, France.)

Capture of the steamer Georgia, August 15, 1864.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the seizure by that vessel of the steamer Georgia (formerly C. S. S. Georgia) off the coast of Portugal.

U. S. S. NIAGARA,
From 8 to 10 Miles Southwest of the Berlings [Berlengas],
Coast of Portugal, August 15, 1864.

SIR: I have the honor to inform you that in compliance with the instructions contained in a letter† from Mr. Adams, our minister at London, a copy of which is herewith enclosed, I sailed with the *Niagara* from Antwerp on the 29th of July for Liverpool, where I arrived on the 3d of August, and ascertained that the *Georgia* would sail for Lisbon in a day or two. Supposing my best chances for falling in with her would be on this coast, I left Liverpool on the 5th instant, arrived at Lisbon on the 11th, coaled ship, and sailed again yesterday morning; and this morning at about 9:30 o'clock discovered the *Georgia* on our port bow, standing to the southward. At 9:45 brought her to, and at noon put a prize crew on board under charge of Acting Master Kimball, with orders to proceed to Boston, Mass.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, to Acting Master Kimball, U. S. Navy, to assume command of the prize steamer Georgia and proceed to Boston.

U. S. S. NIAGARA,
Off the Coast of Portugal, August 15, 1864.

SIR: Proceed with the steamer *Georgia* under your charge to the port of Boston, Mass., and there deliver her, together with the accompanying papers (which are all that were found on board) and the persons retained as witnesses, to the judge of the U. S. district court, or

*Not found. †See p 127.

to the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver either her, the papers, or the witnesses to the order of any other person or parties unless directed to act otherwise by the Navy Department or flag-officer commanding the station.

The *Georgia* was seized by this vessel, under my command, on the 15th day of August, 1864, off this coast as a pirate, formerly cruising under the rebel flag, and after committing numerous acts of piracy upon our commerce, being illegally sold in a neutral port; and of the circumstances attending the case you are sufficiently aware, and will communicate them when required to do so by competent authority.

On your arrival at Boston, Mass., and immediately after you have visited the judge or prize commissioners, you will call upon the U. S. district attorney thereat, show him these instructions, and give him any information concerning the seizure he may solicit. Then you will next report yourself in person to the commanding officer of the navy yard thereat, show him also these instructions, and ask his directions, when needed, as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners, or district attorney that your services are no longer wanted by the court, you will at once return to your vessel, taking with you the men under your command and the receipt above alluded to, unless otherwise ordered by superior authority.

You will receive herewith a communication for the Secretary of the Navy, giving him a detailed account of the seizure. This you will mail immediately on your arrival at Boston.

Your attention is called to the annexed circular, lately issued from the Navy Department, to which have been added since it was issued the words in the last paragraph, beginning with "together with a descriptive list," etc., which you will see is complied with in every particular before sailing with your prize.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commanding U. S. S. Niagara.

Acting Master JACOB KIMBALL,
Steamer Georgia.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the capture of the steamer Georgia.

U. S. S. NIAGARA,
Off Dover, England, August 24, 1864.

SIR: On the 15th instant, in latitude 39° 16′ N., longitude 9° 38′ W., I fell in with the steamer *Georgia*, formerly the pirate *Japan*, and sent her as a good and lawful prize to the United States, under charge of Acting Master Jacob Kimball. I now have the honor to enclose a duplicate of my letter addressed to you on that occasion, also a duplicate copy of a letter addressed to me by Mr. Adams, marked, respectively, Nos. 1 and 2.*

As the *Georgia* was sailing under the English flag, and was chartered by the Portuguese Government, and as her officers and crew were evidently engaged in good faith to sail on a lawful voyage, and could neither be treated as blockade runners nor as belligerents, it seemed to

* See p. 127.

me to be improper to send them to the United States, excepting the chief mate and engineer. I have brought the master (Captain Withacomb), his officers and crew, here.

There appears to be no doubt as to the *Georgia's* being a good and lawful prize, but it seems that some more positive evidence than we now have to identify her as the *Japan* is necessary, and I have written to Mr. Adams for information as to how that evidence is to be obtained.

Trusting that what I have done in this matter will meet with your approval,

I am, respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, to remain in European waters for the protection of American commerce.

NAVY DEPARTMENT, *August 16, 1864.*

SIR: I have received your letter of the 16th ultimo, reporting your movements and stating that you are still without advices from the Department. The Department has no special instructions to give you. Until otherwise ordered you will remain in European waters, visiting such ports of France and England (making your headquarters at Antwerp, in Belgium) as may be advisable with a view to protecting our commerce and intercepting and capturing vessels designed to depredate upon it, or actually engaged in destroying it.

Your mails have so far been sent to Antwerp, and the Department will continue to send them there, unless some other point is preferable, of which you will advise it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, Antwerp, Belgium.

Letter from the Secretary of State to the Secretary of the Navy, regarding the detention of suspicious vessel in the port of San Francisco.

DEPARTMENT OF STATE,
Washington, August 18, 1864.

SIR: I have the honor to communicate a copy of a telegram from the collector of the customs at San Francisco to the Secretary of the Treasury, relative to a steam propeller at that place, alleged to be for the service of the Government of Peru. Upon enquiry of the chargé d'affaires of that Republic, he disclaims any knowledge of the vessel. She has been detained by order of the Secretary of the Treasury.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Telegram.]

SAN FRANCISCO, *August 13, 1864.*
(Received at Washington August 14.)

A small propeller, swift, strong, and pierced for six guns, built by Mr. Larco, of this city, said to be for Government of Peru, will be ready for sea next week. There are suspicions that all is not right in regard to her. She is capable of incalculable mischief should she be intended for that. I ask for directions concerning her, and shall hold the vessel until I get them.

CHARLES JAMES,
Collector.

W. P. FESSENDEN,
[*Secretary of the Treasury.*]

Letter from the U. S. consul at Nassau, New Providence, to the Secretary of State, regarding the condition of affairs at that port.

CONSULATE OF THE UNITED STATES,
Nassau, August 18, 1864.

SIR: Nothing has transpired here since the date of my last dispatch of any public importance, except the regular arrival and departure of blockade runners to and from Wilmington, Charleston, and Bermuda. They appear to go out and in without molestation. Not a single American cruiser has shown herself since my arrival, nor have I heard of one being outside within reach of communication. There is a slight lull in the trade from Nassau at the present moment in consequence of the yellow fever, vessels from here being quarantined at Wilmington thirty days, [from] which, by sailing from Bermuda, they have been exempt; they are making their arrangements, however, for a large and heavy trade from here. One very large steamer (new), called the *Hope*, with a capacity of 2,000 bales of cotton, arrived here last week from Liverpool and will sail for Wilmington the first dark night. Her consort is expected out in September, and it is said here that they are making preparations for about thirty steamers to come out here for cargoes this fall and winter.

Very respectfully, your obedient servant,

THOMAS KIRKPATRICK,
[*U. S. Consul.*]

Hon. WILLIAM H. SEWARD,
Secretary of State of the United States.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Havre, France, and giving information regarding Confederate vessels.

U. S. S. IROQUOIS,
Havre, France, August 19, 1864.

SIR: I beg leave to report that this ship arrived at Havre yesterday. As the *Sacramento* was to be in the Strait of Dover, I took the opportunity to run along the whole coast of France, intending to go as far as Bordeaux to communicate with our consuls at those points frequented by the ships of our merchant marine.

On our way hither the engineer reported a leak in our boilers, and I entered this harbor that we might haul the fires and examine the extent of the difficulty.

I am sorry to find that several of the boiler braces are broken, and that the pins of more than half the others are injured. I enclose the report of the chief engineer.

Finding that it would involve a detention of twenty days were we to make the repairs with our own men, I have at once procured eight boiler makers from the shore, and by working night and day with two sets of workmen I am promised that the ship shall be ready for sea in five days. The work is already in progress, and I shall urge it forward by every effort that I can make. As soon as it shall be finished I propose to continue my cruise toward Bordeaux.

The rebel steamer *Rappahannock* is at Calais, closely watched by the French Government. She is ready for sea, but unarmed, and within the last fortnight the greater part of her officers and crew have left her. Many of them have gone back to England, and I learn that Captain Fauntleroy, one other officer, and some half dozen men only remain on board.

At Bordeaux the steamers *Yeddo* and *Osaco*, built for the rebels, are said to have been sold to the Prussian Government. The former has been delivered in Germany; the latter was about to sail with the same officers who took the *Yeddo* to Hamburg. The ironclad *Sphinx* will be ready for sea in about a month.

At St. Nazaire are two steamers, the *Shanghai* and *San Francisco*, which are slowly advancing in the basin at that port.

I hope in a few days to be able to observe these vessels personally.

Wherever I go I am promptly warned of the neutrality proclamation of either France or England, and am made aware that my absence is desired. I have anchored off Boulogne two or three times, but as I do not enter the port the warning is not given at that place, off which I find good shelter in easterly winds.

The health of the officers and crew of the *Iroquois* is excellent, and she is in excellent condition in every respect, save her boilers, which, however, with care, I hope to keep efficient during our cruise.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois regarding communications for that vessel.

U. S. S. IROQUOIS,
Havre, France, August 20, 1864.

SIR: I have the honor to request that all communications for this ship may be sent to the care of the U. S. consul at Dover, England.

Dover is a central point for the mails and for the telegraph; it is in sight of the French coast, only 21 miles from Calais, where is the *Rappahannock*, and our consular agent there is a man of enterprise, who takes pride in his office and will make great exertions to communicate with me when occasion requires.

I shall not find welcome at any military port in France, and shall enter them as rarely as possible, but in the Downs and at Boulogne and the other headlands near the Strait of Dover I can find shelter in *bad weather in the* Channel.

Brest is not well adapted to our wants, our presence is disagreeable to the authorities, coal is had with difficulty, it is remote from the centers of information, and our consul, a worthy old French gentleman, does not speak English and is not very familiar with our affairs.

Therefore I have the honor to make the request that letters for the *Iroquois* may be sent to Dover, which is much nearer and more accessible to our minister at Paris than is Brest.

At Cherbourg I found our presence very manifestly distasteful to the authorities.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the arrival of that vessel at Bahia, Brazil.

U. S. STEAM SLOOP WACHUSETT,
Bahia, Brazil, August 20, 1864.

SIR: I have the honor to report the arrival here of this ship on the 11th instant, all well, eight days from Rio de Janeiro.

From our consul at this place I have ascertained that there was no truth in the rumor of the rebel steamer *Florida* being on this coast, as he reported to Rio de Janeiro.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of relief rendered to the American ship Princess in Brazilian waters.

U. S. STEAM SLOOP WACHUSETT,
Bahia, Brazil, August 20, 1864.

SIR: I have the honor to report that on our way from Rio de Janeiro to this place on the 7th instant, in latitude 20° 12′ S., longitude 37° 26′ W., we fell in with the American ship *Princess*, of Boston, R. Crowell master, with a cargo of guano, 108 days from Baker Island, Pacific Ocean, bound to Liverpool.

Three of her crew had died, five more were unfit for duty from scurvy, and all of the remainder were suffering more or less with the same disease.

We supplied her with 50 pounds of desiccated potatoes, 50 pounds of desiccated assorted vegetables, and some medicines; also eight men to assist in working her into this harbor, where she arrived on the 15th instant.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, of the disabled condition of the U. S. S. Galatea, and consequent reduction of the squadron.

FLAGSHIP POWHATAN,
Cape Haitien, August 22, 1864.

SIR: I regret to inform the Department that the *Galatea* has again broken down, this time in her machinery, and is unfit for further service on the station.

She will be sent to New York, with report of survey, as soon as she can be sufficiently repaired to make the passage.

I beg to ask the attention of the Department to the fact that this accident reduces the squadron to the flagship, and that it takes up all her time to keep up the convoy of the California steamers and keep open the communication with the Government.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, regarding the C. S. S. Florida and her prize, the steamer Electric Spark.

U. S. S. KEARSARGE,
Horta Bay, Fayal, August 23, 1864.

SIR: In obedience to instructions of the Department of the 27th ultimo, I have the honor to report that the *Kearsarge* left Dover Roads on the 11th instant, and the following day touched off Cherbourg, to receive the wounded men left in the hospital at that port. On our arrival at Cherbourg a report was current that the *Florida*, in company with the *Electric Spark*, had been seen off the Banks of Newfoundland. For verification of this report, after leaving Cherbourg, I cruised to the northward to intercept the steamers from America, but missing them I kept away and arrived at this port on the 22d instant.

The papers from the United States up to the 6th instant, and the local news about these islands, afford no light upon the movements of the *Florida*. I shall therefore, as soon as our stock of coal is renewed, proceed in obedience to the instructions of the Department, as indicated by the dispatch of the 23d ultimo.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, concerning the action of the treaty powers in Japan in regard to the opening of the Strait of Shimonoséki, Japan.

U. S. SHIP JAMESTOWN,
Yokohama, August 23, 1864.

SIR: I herewith enclose document No. 28, the result of a conference held on board H. B. M. S. *Euryalus*, on the 12th instant.

Saturday last was the day fixed for the expedition to leave for the Strait of Shimonoséki, and was to consist of nine British, three French, and four Dutch steamships of war, with a landing force of from 1,000 to 1,200 men.

Four British ships of war and this ship were to remain here, together with 1,200 soldiers, to protect Yokohama and its foreign residents.

Before the sailing of the expedition, however, a mail steamer arrived, bringing the Japanese ministers on their return from Europe, and with them a treaty concluded with France, in which, among other things, it was stipulated that the Tycoon's Government should open the Strait of Shimonoséki in three months.

The treaty powers have therefore agreed to suspend hostilities for that period, although the opinion is entertained generally that the thing will have to be done *vi et armis* ultimately by the treaty powers, as the Tycoon's Government is not strong enough to overcome the rebellious Prince of Nagato unaided, who owns and has fortified the western side of the strait.

Both the English and French admirals agree that this ship would be entirely unsuited to operate in the strait, but could be useful here.

The British admiral said that he would even tow me down cheerfully against head winds and a strong current, but that after getting there my ship would be unmanageable and mortifying to myself; that there would be force sufficient for the strait, and that I would be useful here.

The ministers representing the treaty powers wished, however, that the American flag should appear in the strait on the occasion of the attack, without, however, being under fire from the forts, to show that we were in accord with the movement.

To that end an American steamer, the *Ta-Kiang*, was chartered by General Pruyn and myself. She was to carry a landing party, and in any and every way to assist in the common object, but not to be under fire of the forts.

This want of a proper cooperating force was unfortunate for the Government, not to speak of its representatives here.

Since the postponement of the attack the chartered steamer has been returned to its owners by our minister, and the charter annulled.

I have the honor to be, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

[H. B. M. S.] EURYALUS,
At Yokohama, August 12, 1864.

The officers commanding the naval forces of the treaty powers at Yokohama, having received the memorandum of the representatives, dated 22d July, 1864, met this day on board the *Euryalus*, and have taken into serious consideration the requisition to open the Strait of Shimonoséki.

From the information received from the captain of the *Barrosa* and the officers sent with him they are convinced that the Strait of Shimonoséki continues to be closed, and that it can only be opened by force.

To attain this object the commanding officers think that it would be necessary to take the greater part of the naval forces and a portion of

the troops now on shore at Yokohama, and they declare themselves ready to act in conformity with the programme of the policy set forth in the memorandum.

Nevertheless, they can not undertake to leave Yokohama until they shall have been relieved entirely, by their respective ministers, from all responsibility with regard to the defense and security of the settlement.

AUGUSTUS L. KUPER,
Vice-Admiral, and Commander in Chief of H. B. M. Naval Forces.
C. JAURIS,
Rear-Admiral, and Commander in Chief of H. I. M. Naval Forces.
CICERO PRICE,
Captain U. S. Ship Jamestown, Senior Officer of the United States Squadron in Japan.
J. E. DE MARS,
Captain H. N. M. Ship Metalen Kruis, Senior Officer of H. N. M. Ship in Japan.

Order of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commander Murray, U. S. Navy, commanding U. S. S. Wateree, to proceed from Callao, Peru, to duty in San Francisco Bay.

U. S. FLAGSHIP LANCASTER,
Callao, August 29, 1864.

SIR: As soon as you are in all respects ready you will proceed with the U. S. S. *Wateree* under your command to Panama. On your way you will touch at Tumbez, Peru, for the purpose of landing E. W. Sartori, the acting U. S. vice-consul, who has requested a passage to that place. On your arrival at Panama you will report to Captain Middleton, commanding U. S. ship *St. Mary's*, or the senior officer present, who will give the necessary instructions respecting the supernumeraries you have on board, and will make up any deficiency in your crew from the surplus men now on board the *St. Mary's*. You will then proceed to San Francisco, touching on your way at Acapulco for coal and looking into Magdalena Bay for suspicious vessels, but with as little delay as possible.

On your arrival at San Francisco you will report to Commodore Poor, of the *Saranac*, who will furnish you with copies of his instructions in regard to the protection of the Bay of San Francisco.

You will also report to Captain Selfridge, or the commandant of the navy yard at Mare Island, by letter, informing him of your arrival, and ascertaining when your vessel can be placed on the floating dock, which must be done as soon as possible, in order that she may be at once available for active service.

Such repairs to your engine as are necessary will be furnished on application to the commandant of the yard, but as much must be done by your own people as possible.

After filling up your coal you will take the station at present assigned to the *Saranac* in the Bay of San Francisco.

As there is a considerable number of persons scattered along the coast ready for any enterprise which might lead to the capture of one or more of the mail steamers, you will keep a sharp lookout against surprise, particularly while at anchor. A low-deck vessel like the *Wateree*

is easily boarded, and your men should be so trained as to rush on deck at night, on a particular call, without waiting to dress; and their arms should be kept at hand for this purpose. These precautions are as necessary in the Bay of San Francisco as any portion of the coast.

You will write to me by every other steamer at least, and direct your letters to Panama.

Wishing you a quick and pleasant passage, I am, respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commander F. K. MURRAY,
Commanding U. S. S. Wateree, Bay of Callao.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the receipt of orders from the Department.

U. S. S. WACHUSETT,
Bahia, Brazil, August 30, 1864.

SIR: I have the honor to acknowledge the receipt of your instructions of the 23d of July last, which came to hand this day by the British mail.

I have remained here a week to receive the mail, after being ready for sea.

I will leave this day to carry out your orders.

I am, very respectfully, your obedient servant.

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, transmitting copy of orders for cruising.

U. S. SHIP ONWARD,
Bahia, September 1, 1864.

SIR: I have the honor to report that after my communication to you, dated at Pernambuco, we cruised along the coast of Brazil, touching at Bahia and Rio de Janeiro, at which place I received an order from Commander Collins, of the U. S. S. *Wachusett*, of which please find a copy enclosed.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. WACHUSETT,
Rio de Janeiro, August 3, 1864.

SIR: As soon as you are ready for sea you will proceed with the U. S. ship *Onward* under your command to Bahia, making diligent search and enquiry in the usual track of vessels for rebel cruisers, one of which is rumored to be on this coast.

Should you not meet me at Bahia, you will there find orders for your further cruising.

Wishing you success, I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Acting Master WM. H. CLARK,
Commanding U. S. Ship Onward, Harbor of Rio de Janeiro.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the condition of U. S. S. Galatea.

FLAGSHIP POWHATAN,
Cape Haitien, September 1, 1864.

SIR: I regret to have to report the *Galatea* again broken down. The report of survey on her machinery is herewith enclosed. She will leave for New York to-day.

I beg to repeat that this accident reduces the squadron to the flagship alone.

I have the honor to be, very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding extending the convoy of California steamers.

NAVY DEPARTMENT, *September 1, 1864.*

SIR: There is reason to believe that one or more swift steamers, similar to the pirate *Tallahassee*, will be sent forth from Wilmington or some other port to prey upon our commerce, and that the capture of the California steamers is an object they have in view. A steamer called the *Edith* (her name will doubtless be changed), it is said, will be ready about the 20th instant to leave Wilmington, and will attempt to destroy our West India trade.

Under the circumstances it is deemed prudent to convoy for the present the California steamers all the way from New York to Aspinwall and back.

The *Nereus*, now at New York, has been ordered to accompany the steamer that leaves on the 3d instant on the round trip.

The steamer that leaves on the 13th instant will be taken up as usual by the convoy steamer at Mariguana, convoyed to Aspinwall and back to New York.

The *Glaucus* will be directed to convoy the steamer that leaves New York on the 23d instant.

Under this arrangement convoy will be afforded on the entire route, and you will be relieved from the duty of providing it, as formerly,

between Mariguana and Navassa, and be at liberty to cruise as you may think most advantageous for the commercial interests within your station.

The convoy steamers will be regarded as a part of your squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral JAS. L. LARDNER,
Commanding West India Squadron, Cape Haitien.

[Telegram.]

WASHINGTON, D. C., *September 3, 1864.*

I am directed by the Secretary of War to forward you the enclosed telegram from Major-General Peck.

Very respectfully, your obedient servant,

THOS. T. ECKERT,
Major, and Superintendent Telegraph.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Telegram.]

NEW YORK, *September 3, 1864.*
(Received at Washington 2 p. m.)

Collector Barney reports that his detectives have discovered a plot of the Confederate pirates to capture six Long Island Sound passenger steamers.

The steamer *Electric Spark** is in an inlet 150 miles west of St. John's, Newfoundland, and will soon be in the Sound. There are also two blockade steamers being fitted at Halifax.

J. J. PECK,
Major-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, *September 3, 1864.*

Send the *Florida* to New London to await orders, but to move out at once if rebel vessels appear on the coast. Answer.

GIDEON WELLES,
[*Secretary of the Navy.*]

Rear-Admiral PAULDING.

[Telegram.]

NEW YORK, *September 3, 1864—7:30 p. m.*
(Received at Washington 9 p. m.)

Telegram received. The *Florida* will go to New London to-morrow morning to await your orders.

L. PAULDING,
For Commandant.

Hon. G. WELLES.

Electric Spark destroyed July 10.—COMPILERS.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the arrival of that vessel at Pernambuco, Brazil.

U. S. STEAM SLOOP WACHUSETT,
Pernambuco, September 3, 1864.

SIR: I have the honor to report the arrival of this ship off this place at 7 p. m. yesterday, having left Bahia on the 30th day of August last to carry out your instructions of the 23d day of July last.

I will sail from here this evening, all well, for the Rocas and Fernando de Noronha.

The U. S. ship *Onward* arrived at Bahia on the 28th day of August last, from Rio de Janeiro, by the way of the island of Trinidad, and would probably sail from the former place on the 2d or 3d instant.

At Bahia I ordered Acting Master Thomas G. Grove from the *Onward* to this ship, to fill the vacancy made by the transfer of Acting Master J. H. Stimpson to the U. S. storeship *Relief* in place of Acting Master Commanding E. S. Turner, left at the hospital in Rio de Janeiro.

We are apprised of the *Ticonderoga* being at Maranham, Brazil, on the 29th ultimo, having been there since the 19th ultimo for coal and repairs, and would probably sail in a day or two for the south. This information is through private sources.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the commandant navy yard, New York, to Lieutenant-Commander Magaw, U. S. Navy, commanding U. S. S. Florida, to proceed to New London, Conn.

NEW YORK NAVY YARD, *September 4, 1864.*

SIR: You will, with the U. S. S. *Florida* under your command, proceed to New London, Conn., and await orders from the Navy Department.

You will move out at once with your vessel if rebel cruisers appear on the coast.

The enclosed copy of an order* dated August 27 is furnished for your government.

Respectfully, etc.,

H. PAULDING,
Commandant.

Lieutenant-Commander SAML. MAGAW,
Commanding U. S. S. Florida.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, acknowledging receipt of orders and calling attention to mistakes in letters of previous dates, etc.

U. S. S. NIAGARA,
Flushing, Holland, September 4, 1864.

SIR: Your letter of the 16th ultimo, acknowledging the receipt of mine of the 16th July (No. 26), and directing me to remain in European waters until otherwise ordered, was received last night.

* Not found.

In referring to my letter book I find my clerk has numbered two of my letters alike, the first one, dated July 11, informing you of this ship's having collided with the Danish schooner *Anna* when approaching our anchorage off Antwerp on the 27th June; the second, dated July 16, above alluded to. Both are marked No. 26. I know not how to remedy this oversight now, except by affixing to them respectively the letters A and B.

I beg leave also to call your attention to a mistake of mine which, if not corrected at once, may prove more serious than the above. In my second report of the capture of the *Georgia* (No. 39), a duplicate of which is herewith enclosed, commencing on the second line, I write of the *Georgia* as having been formerly the pirate *Japan*. I should have written, "I fell in with the *Georgia*, formerly the pirate of that name." *Japan* was, I believe, her original name previously to being sold to the rebels and equipped as a pirate.

In your letter, sir, you say, "Your mails have so far been sent to Antwerp." I mention this here, because this is the only communication I have received from you, excepting a recapitulation of instructions dated 18th August, 1862, forwarded to me on the 3d of June last, and the receipt of which I acknowledged on the 28th June in No. 22; and excepting three or four private letters addressed to some of the officers, we have received no mails from the Navy Department.

I have been here since the 24th ultimo repairing engines, coaling and painting ship, and awaiting intelligence from our various ministers and consuls, with whom I am in constant communication.

The *Sacramento* is also here. We are both ready for sea, and from information recently received from our consul at London I am every moment expecting to hear something which will put us on the track of at least one of the pirates.

Yesterday I received a note from Mr. Pike informing me positively that the *Osaco*, one of those vessels built at Bordeaux for the rebels, had arrived in the Texel under French colors, and [was] there transferred to the Prussian Government.

I have not seen the *Iroquois*, nor had any definite information of her whereabouts, since she first arrived in these waters.

I have the honor to be, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Pilot Drayton, of the U. S. S. Ticonderoga, of the failure of that vessel to find the C. S. S. Florida.

U. S. S. TICONDEROGA,
Off [As] Rocas, South America, September 5, 1864.

SIR: This ship having arrived off this point eleven days behind the time appointed for the meeting of the *Florida* and her tender, I respectfully offer the following report:

In compliance of [with] your telegram to Major S. Cabot, commanding Fort Warren, Boston, I came on board of this ship in charge of a lieutenant of First Heavy Artillery, Massachusetts Volunteers The kind

reception I received at the hands of Captain Charles Steedman I never can forget; it almost repaid one for months of painful imprisonment.

Later in the day (July 24) I was informed by Captain Steedman that I was appointed pilot. I at once disavowed my ability to fill such a position, but finally acquiesced in the judgment of the Department and accepted it.

On the 29th of July we gave chase to a blockade runner, which ran us out of sight in about two hours. I at once became satisfied that this ship would be unable to catch the *Florida* should it be our good fortune once to get her in sight.

On arriving at St. Thomas I had an interview with Messrs. Pearson Bros., agents for blockade runners at that place. They laid before me their latest correspondence from Nassau, Bermuda, and Liverpool.

J. B. Lafitte, of Nassau, writes that upon the average the blockade business is good. Hobson, of Bermuda, writes dolorously over some late captures, but the most important is the following, written by S. Crenshaw, of Liverpool:

Before many months you may expect a new Confederate cruiser in your waters.

Pearsons are the ostensible owners of large quantities of cotton stored near Augusta, Ga.

On reaching Barbados I called on Mr. Gordon, of the firm [of] Cavan & Co. He could give no information relative to the *Florida*, except that he had expected her, but now supposed that she would not come into West Indian waters. Mr. Gordon transacted business for Midshipman Floyd after he burned the bark *Lapwing*. He was appointed Confederate agent by Captain Maffitt when in the *Florida* in 1863.

We left Barbados August 9, trusting to reach the Rocas in time, but with bad coal, head winds, and currents, the bursting of flues causing our fires to be extinguished, we made but little headway. It was found necessary to put into Maranham to procure a supply of coal and repair boilers.

Remaining there a few days, we again started for our destination, but to meet with the same ill fortune of flues giving out.

Sir, our failure to capture at least the supply ship is owing entirely to the bad qualities of this vessel. The Department may be informed by a very experienced gentleman that this ship is fast and able to do the work of chasing fast privateers; but, sir, in her present condition, she is entirely unsuited for the business.

No man regrets more than I do or feels keener the disappointment [in] our not effecting a capture. Had we made the rendezvous in time, the capture of the tender was certain, as she was to have been accompanied by a party (a former purser of Montgomery's river fleet) with whom I was well acquainted, and no subterfuge whatever could save her from condemnation.

It shall always be a matter of regret to me that the Department did not take a more favorable consideration of my request early in June last. Had it done so, much that has been done since might have been avoided. Trusting that the Department will not find fault with me for not having attained the desired end, I remain,

Very respectfully, your obedient servant,

A. L. DRAYTON,
Acting Pilot, on Temporary Service.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Lieutenant-Commander Magaw, U. S. Navy, commanding U. S. S. Florida, regarding the protection of steamers in the vicinity of New London, Conn.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: Your telegram of this date, reporting the arrival of the *Florida* at New London, is received.

The object of ordering the *Florida* to New London was the protection of the Long Island Sound passenger steamers, against which a rebel raid is anticipated, as appears from the following dispatch addressed to the Secretary of War by Major-General J. J. Peck at New York, dated the 3d instant:

Collector Barney reports that his detectives have discovered a plot of the Confederate pirates to capture six Long Island [Sound] passenger steamers. The steamer *Electric Spark* is in an inlet 150 miles west of St. John's, Newfoundland, and will soon be in the sound. There are also two blockade steamers being fitted at Halifax.

You will be vigilant and give protection so far as you are able to the steamers passing in the vicinity of New London, and be prepared to intercept any piratical vessel approaching from the eastward.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander SAML. MAGAW,
Commanding U. S. S. Florida, New London, Conn.

Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding certain vessels on that station.

NAVY DEPARTMENT, *September 5, 1864.*

SIR: Have the *Huron*, *Chippewa*, *Unadilla*, and *Kansas* certainly ready for sea by the 25th instant.

Direct the *Yantic* to proceed to Wood's Holl, Mass., and hold herself always ready to go out in pursuit on the appearance of any piratical vessel on our coast.

Order the *Berberry* and *Anemone* to proceed to Beaufort, N. C., and report to Rear-Admiral S. P. Lee.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Affair at Shimonoséki, Japan, September 5–8, 1864.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, regarding Japanese affairs, transmitting copy of orders given to Lieutenant Pearson, U. S. Navy.

U. S. SHIP JAMESTOWN,
Yokohama, September 8, 1864.

SIR: I have the honor to inform the Department that the treaty powers, anticipating the nonfulfillment of the Paris treaty, whereby the Tycoon's Government was to open the Strait of Shimonoséki within three months, demanded of him a categorical answer in anticipation of the three months allowed for carrying it into effect.

The Tycoon refused to be governed by the treaty, and it is said has punished the commissioners for transcending their authority.

Whereupon the expedition representing the treaty powers, and which was enumerated in my letter* to the Department (No. 29) of the 23d of August last, promptly left this place for the strait on the 28th and 29th ultimo, together with the steamer *Ta-Kiang*, rechartered for the purpose, of which an account was given also in my communication No. 29.

Enclosed is a copy of the instructions given to Ensign [Lieutenant] Pearson. Intelligence from the expedition, it is expected, will reach here in a week from this time.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. SHIP JAMESTOWN,
Yokohama, August 18, 1864.

SIR: You are hereby appointed to the command of the chartered steamer *Ta-Kiang*, and will proceed in her to the Strait of Shimonoséki to act in concert with the treaty powers, who will appear in large force at that place.

The object in sending the *Ta-Kiang* is to show the American flag there, and to manifest to the Prince of Nagato that we are in accord with the other treaty powers, and equally demand with them the right of passage through the strait, without let or hindrance.

As the steamer under your command is not a man-of-war, or prepared to attack the forts, you will render any and every other aid in your power to promote the common object, such as towing boats, landing men, and receiving the wounded on board of you, if required to do so. To this end you will consult the senior officers present, particularly the British admiral, who will be the senior officer of the expedition, and who will have the largest force there.

Surgeon Vedder and Mr. Butt (master's mate) will go with you; also fifteen men and a boat. The Parrott gun or howitzer, with ammunition for your use, will be put on board, and Sharps rifles for each man.

I am, respectfully, your obedient servant,

CICERO PRICE,
Captain, U. S. Navy.

Lieutenant FRED. PEARSON,
U. S. Ship Jamestown

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, transmitting report of Lieutenant Pearson, U. S. Navy, commanding chartered steamer Ta-Kiang, regarding the action at Shimonoséki, Japan.

U. S. SHIP JAMESTOWN,
Yokohama, September 23, 1864.

SIR: The *Ta-Kiang* (chartered steamer) returned to this anchorage on the evening of the 21st, having on board twenty-four wounded English, from Shimonoséki. She was the day after returned to her agents, having been chartered at the rate of $9,500 per month, the United States to pay for the coal consumed.

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* See p. 192.

The *Ta-Kiang* fired eighteen shells from her Parrott gun in the attack upon the forts, thus identifying herself in this respect with the expedition, and in all others performing her part to the satisfaction of all concerned.

I enclose, in this connection, document No. 35, Ensign [Lieutenant] Pearson's report, and No. 37, the agreement on the part of Chôshiu, the Prince of Nagato, with the original.

I have to add that this settlement was not disturbed in the absence of the expedition, every preparation having been made by the remaining foreign forces for its safety.

Three ships of war will remain near the strait to see that the forts are not rebuilt by the Japanese or the agreement in any other way infracted.

I have the honor to be, respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

(No. 35.)

U. S. CHARTERED STEAMER TA-KIANG,
Off Shimonoséki, Japan, September 11, 1864.

SIR: In obedience to your order, I took charge of the steamer *Ta-Kiang* on the 28th August.

On the 29th I left Yokohama for the island of Hime Sima, where I arrived at 8 p. m. September 1, in company with the Dutch sloop of war *Djambe.*

September 2.—At 8 p. m. all the allied fleet arrived, making a total of eighteen sail.

September 4.—At 10 [a. m.] the fleet got underway, steaming in three columns for the Strait of Shimonoséki. Our position was in rear of the French column. At 4 p. m. we anchored off the mouth of the strait, in sight of the batteries on the Nagato shore.

September 5.—Moved up closer to the batteries, taking a position between the English and French admirals. At 4:10 p. m. the English admiral fired a shot, which was immediately answered by the enemy. The action now became general, lasting until 5:30 p. m., when all the batteries in sight were silenced. During the night the English landed and spiked some of the guns in the first battery.

September 6.—At 6 a. m. the Japanese opened fire, which was returned by the fleet. At 8:30 the *Ta-Kiang* steamed up close to the first battery with two of the *Duplex's* boats, containing a landing party, in tow. Other vessels having boats in tow steamed toward the shore. The English, French, and Dutch forces were landed, and by noon the batteries were taken possession of. A skirmish was kept up during the day, the fleet firing occasional shots. Toward evening the enemy made an attack upon the force, occupying the first and second batteries, which, after easy fighting, was repulsed. Before night the land forces returned to their vessels and our steamer was anchored near the French admiral.

September 7 and 8.—Twenty-three wounded men were received on board; also a surgeon and attendants. On the afternoon of the 8th hostilities ceased and the white flag was shown by all the vessels of the fleet.

September 9.—At the request of the French and English admirals, I proceeded to Hime Sima, the object being to direct any vessels which might have arrived there to the strait.

September 10.—No vessels being in sight, I returned to the strait, anchoring off the town of Shimonoséki.

I received a communication through the English admiral from the Prince of Nagato, which I send you; also a copy of it in English.

Very respectfully, your obedient servant,

FREDK. PEARSON, U. S. Navy,
Ensign [Lieutenant], Commanding Steamer Ta-Kiang.

Captain CICERO PRICE, U. S. Navy,
Commanding U. S. Ship Jamestown, Yokohama, Japan.

[Subenclosure.—Translation]

(No. 37.)

First. Henceforward all ships of all countries passing through the Strait of Shimonoséki shall be treated in a friendly manner; ships shall be allowed to purchase coal, provisions, wood, and water, and every other necessary. As the harbor of Shimonoséki is subject to violent winds and currents, people suffering from stress of weather shall be allowed to land without opposition.

Second. Not only shall new forts not be built, but no repairs shall be made to the old ones, nor shall guns be mounted therein.

Third. Although the town of Shimonoséki might justly have been burned for having first fired upon foreign ships, it was left undestroyed. A ransom shall be paid for this, and in addition to this the whole expenses of the expedition shall be defrayed (by the prince.)

I agree to abide by the decision of the foreign ministers at Yeddo with regard to these two points.

This agreement being merely for the cessation of hostilities upon this occasion, it has nothing to do with questions affecting Chôshiu, which have to be settled between the Japanese Government and the ministers of foreign powers.

MATSUDAIRA DAIZEN-NO-DAIBO, YOSHI CHIKA. [L. S.]

GENJI, *1st Year, 8th Month.*

True translation:

FRED. LOWDEZ.
ERNEST SATOW.

Report of Commander Magaw, U. S. Navy, commanding U. S. S. Florida, of a short cruise in Long Island Sound for the protection of passenger steamers.

U. S. S. FLORIDA,
New London, Conn., September 6, 1864.

SIR: Having heard a rumor that the enemy's vessel, the *Electric Spark*, and a consort were to make an attack last night upon the sound passenger steamers, I left New London at 8 o'clock p. m., having seen the commanding officers of two revenue vessels and arranged with them a signal for the night. The rumor I could hardly credit, but as it came verbally from the collector of customs at New London and the agents of the Stonington steamers, I gave it the benefit of the doubt and stood

into the sound, where, cruising in the track of the Fall River and Stonington Line until daylight, I came into this harbor and anchored near Fort Trumbull. No sign of an enemy.

I have the honor to be, your obedient servant,

SAMUEL MAGAW,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *September 8, 1864.*

Steamer *Franconia*, of Boston, is reported having been chased off Cape Sable. Send *Massasoit* in that direction and order her to touch at Halifax for information.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant of Navy Yard, Boston.

Report of Acting Master Kimball, U. S. Navy, commanding prize steamer Georgia, en route from Lisbon, Portugal, to Boston, Mass.

PRIZE STEAMER GEORGIA,
Beaufort [N. C.], September 9, 1864.

SIR: I have to report to you that the vessel under my charge is from off Lisbon, bound to Boston; also that I have been obliged to put into this port short of coal and the engines in a disabled condition, and with insufficient men to work the ship, as most of my crew are invalided home; and also that this ship is not seaworthy without ballast, and that she has very little on board. I have the honor to report that the engines can be repaired and put in working order with the facilities now on board; also that the daily consumption of coal when steaming is 18 tons. I have provisions enough to carry me to Boston, with the exception of some bread.

Yours, most respectfully,

JACOB KIMBALL,
Acting Master, in charge of Steamer Georgia.

Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, transmitting sealed orders regarding the cruise of that vessel.

NAVY DEPARTMENT, *September 9, 1864.*

SIR: Enclosed herewith are confidential instructions which you will not open until you have discharged the pilot and are at sea. Proceed to sea with the *Vanderbilt* as soon as she is ready.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. H. BALDWIN,
Commanding U. S. S. Vanderbilt, New York.

[Enclosure.]

Confidential.] NAVY DEPARTMENT, *September 9, 1864.*

SIR: As soon as the U. S. S. *Vanderbilt* is ready proceed with her [to] off Halifax, Nova Scotia, and cruise in that vicinity.

In consequence of the prevalence of yellow fever at Bermuda and Nassau the blockade runners are using the port of Halifax for their purposes, and an extensive trade is going on between that point and Wilmington. Many of the steamers on this line are believed to be the property of the insurgents or the insurgent Government, while others carry a neutral flag and claim neutral ownership.

You will seize and send into port all vessels you can intercept that are engaged in violating the blockade. I transmit herewith a copy of the circular instructions* of the Department, issued August 18, 1862, respecting the search and seizure of vessels.

Do not enter the port of Halifax, but cruise mostly out of sight of land. Should you have occasion to communicate with the Department or with the shore, endeavor to do it through some of our vessels.

If you obtain information of the movements of rebel privateers or pirates on the Eastern coast, you are authorized and expected to deviate from the special service above indicated to pursue them.

Economize in the use of coal under ordinary circumstances. When your supply is exhausted return to Boston to replenish it.

I transmit herewith some extracts from consular dispatches respecting suspicious vessels. The mere fact, however, of a vessel being indicated as suspicious does not, as stated in the circular letter of August 18, 1862, authorize you to depart from the practice of the rules of visitation, search, and seizure prescribed by the law of nations.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. H. BALDWIN,
Commanding U. S. S. Vanderbilt, New York.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, regarding vessels under construction for the Confederates at Bordeaux and St. Nazaire, France.

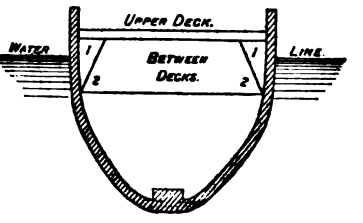
U. S. S. IROQUOIS,
At Sea, Bay of Biscay, September 9, 1864.

SIR: Since I last had the honor to write you the *Iroquois* has been employed in the Bay of Biscay watching the vessels built for the rebels at St. Nazaire and Bordeaux.

I have visited these vessels in citizen's dress and have been much impressed by their formidable character. The two corvettes at St. Nazaire are full-rigged clipper ships, apparently about the size of the *Ticonderoga*, possibly larger.

* See Vol. I, p. 417.

They have beautiful models. Their spars are of iron, and will spread a great quantity of canvas. Their engines are of 400 horsepower. I am informed that these vessels have an interior lining of iron three-fourths of an inch thick from their spar deck to below their water line. This space is said to be 3 feet broad at the top and 8 inches at the bottom.



They have very large and beautiful poop cabins and an immense topgallant forecastle, perhaps 50 or 60 feet long, fitted up with bulkheads and air ports for the accommodation of a portion of their crews. They seem to have been fitted with an especial care for the comfort of those on board, probably with the view of enabling them to remain a long time at sea. I was surprised to see the disregard of expense with which they have been fitted. It seems rather like the expenditure lavished upon a yacht than the economy practiced in a ship of war. I have never seen finer looking vessels, and they are specially adapted to the atrocious system of pillage, destruction, and flight which has been the policy of the rebels in their naval operations.

What course the French Government will pursue with these vessels remains to be developed. The two similar ships built at Bordeaux have been sold to the Prussian Government, sorely against the wishes, as I am told, of the rebel agents.

One of these agents, said to be a Captain Tessier, who formerly commanded the *Emily St. Pierre*, in the employ of Fraser, Trenholm & Co., is now and has been for a long time past at St. Nazaire, superintending the equipment of the corvettes now nearly ready for sea at that port.

He passes under a fictitious name, and I am assured is the same person who took out the armament of the *Florida* and delivered it to that vessel at or near Nassau, and that he also took out to Terceira a part of the armament of the *Alabama*, together with Captain Semmes and his officers, in the steamer *Bahama*.

One of the corvettes is ready for her trial trip, the other will probably be ready in a month; both are as yet unarmed and have no crews, but otherwise their construction and equipment are those of ships of war of the newest and most approved design.

My visit to these vessels was summarily shortened, and I was not permitted to go below, but I have no reason to suppose that I was recognized as a naval officer.

When I reached Bordeaux both the corvettes built at that place had gone to Germany, the *Osaco* having sailed while I was at St. Nazaire. A French naval officer went in her, I am told, to superintend her proper delivery to the Prussians.

I carefully examined the two ironclad rams being built by Mr. Arman at Bordeaux, one of which was on the stocks; the other was launched, and her hull, with the exception of the turrets, was plated. She is called the *Sphinx*, and is a full-rigged brig, with very large wooden spars, not at all adapted to her purpose as a vessel of war, but of the greatest value in enabling her to cross the Atlantic.

The ram of the *Sphinx* is of great length—about 35 feet—and is a prolongation of her keel. It is hollow, heavily plated, and its end consists of a ponderous forging of excellent workmanship. It is intended to pierce the side of an armored adversary beneath his plating. Its hol-

lowness will give it buoyancy, and it rises with a gradual curve, until it is lost in the forward turret which forms the bow of the ship, above water, a movable bowsprit being rigged out from the turret's top.

This turret has three ports, one directly ahead, the other two on its sides; in these ports are pivot plates, and on its after part is a large door cut down to the deck. The turrets are of oak, about 2 feet thick, and will have 4⅝-inch solid plating. The plating on the hull is about 4 inches thick. Under the wooden deck is a thin plating not more than three-eighths of an inch thick.

The after turret is about 30 feet from the stern, and is much like the forward one, but has two ports on each side, and a door both forward and aft.

Between the turrets and abaft them are large pivot ports in the bulwarks, closed with iron shutters, like those in the *Iroquois;* but the after turret can not fire directly astern, as there is a small poop cabin about 6 feet deep.

The *Sphynx* has two screws and, as it were, two sterns, for abaft the mainmast are two keels and two separate sternposts, with a wide space between. There is a rudder on each sternpost, but I could not learn the arrangement for steering. The double screw will give great facility in turning, and the double stern will increase the stability. This double stern is not perceptible above water, and would not be suspected. I observed it in the sister ship, which is still on the stocks.

The engines are said to be of 350 horsepower. The armor of these vessels could not resist the crushing effect of the XV-inch guns with which our own ironclads are armed, nor did I suppose from the size of the pivot plates in their ports that they were intended to carry the heaviest ordnance.

I would respectfully call the attention of the Department to the masting of the *Sphinx*. Her spars are of wood and not of iron, while those of the wooden vessels at St. Nazaire, built under the same auspices, are of iron, offering a much smaller target for an enemy's shot. Were it intended to sell this vessel in Europe no such large spars would be necessary, for it could steam readily to any port on this side of the ocean, replenishing its coal on the route as occasion might require. But for a transatlantic voyage these heavy spars are of the first necessity.

If you will have the kindness to examine a chart of St. Nazaire and of the approaches to the Loire you will see how difficult, if not impossible, it would be, were it an enemy's port, to prevent the egress of steamers at night. There are two channels. They are broad and their admirable system of lights renders their passage very easy. I went to sea at midnight in the *Iroquois*, and had the opportunity to examine the facility with which a vessel might escape, unperceived, at night. The wind in the Bay of Biscay is almost always setting on shore. The approaches to St. Nazaire are filled with dangerous rocks and shoals emerging from very deep water. It is a place that a seaman would naturally dread. Added to this, and greatly enhancing the difficulty, is the sensitiveness of the French authorities to anything that savors of a blockade of their ports.

As I am about to leave this station I may speak of these matters, to which I should have felt some delicacy in alluding had I remained here.

Our inner squadron off Wilmington, than which none was ever more vigilant, finds it very difficult to perceive the escape of steamers from that port, although it has been very fortunate in capturing and destroy

ing vessels attempting to run in. The difficulties at St. Nazaire will be much greater, and we shall have to rely upon our diplomatic rather than our naval officers to prevent these vessels, built openly in France, from becoming the scourge of our commerce.

Should France permit these vessels to go forth upon their errand of destruction she would do us more harm than if she sent an army to support the rebellion, and would, without cost to herself, make war upon us.

I beg you to pardon me if I have trespassed too long upon your attention, and I have the honor to be, with great respect, your most obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding the U. S. S. Iroquois, acknowledging receipt of Department's orders for an extended cruise.

U. S. S. IROQUOIS,
At Sea, Bay of Biscay, September 9, 1864.

SIR: I communicated with Belle Île this morning, and had the honor to receive your letter of the 9th of August, directing me to proceed to Batavia, by the way of Rio de Janeiro, Cape Town, and other points on the route.

This letter came to me through the hands of our minister at Paris, who transmitted it through our consul at Nantes, knowing that I was engaged in watching the mouth of the Loire and the vessels built for the rebels at St. Nazaire.

As my stock of provisions is low, and I have bread for but two weeks and beef for four, and almost no money, I have at once started for Dover, where I hope to procure the necessary supplies, and shall with all dispatch prepare the *Iroquois* for the long voyage on which she is about to embark.

As there is no commerce at Brest, the place being purely a naval depot, where all supplies belong to the French Government, I probably could not at that port get what I need. When I was there last I was a week in getting 125 tons of coal, in spite of my constantly urging dispatch.

I shall sail from Dover at the earliest moment possible, and shall most diligently seek to execute the orders you have given me, and to carry out your wishes.

I regret that the boilers of the *Iroquois* are not better, and fear that I may have trouble with them, but I shall do my best to nurse them and make them efficient.

The officers and men are all well, with one or two exceptions.

I hope to reach Dover on the evening of the 11th instant.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

HALIFAX, *September 9, 1864—12 m.*
(Received at Washington 7 p. m.)

Steamer *Mary*, formerly *Alexandra*, referred to in dispatch of day before yesterday, is now at Liverpool, Nova Scotia, and carries, as is reported, four guns.

It may be the vessel mentioned yesterday which pursued *Franconia*.

M. M. JACKSON,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State.

[Telegram.]

NAVY DEPARTMENT, *September 10, 1864.*

Do not send the *Massasoit* off until further orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

NAVY DEPARTMENT, *September 10, 1864.*

The following telegram, dated September 9, has been received from the U. S. consul at Halifax:

The steamer *Mary*, formerly *Alexandra*, * * * is now at Liverpool, Nova Scotia, and carries, as is reported, four guns.

It may be the vessel mentioned yesterday which pursued the *Franconia*.

GIDEON WELLES,
Secretary of the Navy.

Commander C. H. BALDWIN,
Commanding U. S. S. Vanderbilt, Navy Yard, New York.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Santa Cruz, Teneriffe, with information regarding the movements of C. S. S. Florida.

U. S. SLOOP OF WAR ST. LOUIS,
Santa Cruz de Teneriffe, Canaries, September 10, 1864.

SIR: I have the honor to report the arrival of the *St. Louis* at this port on the 3d, in six days from Fayal, and that I sail to-morrow for the Cape Verde [Islands]; also to acknowledge the receipt of your order of May 31, directing me to report to Rear-Admiral Dahlgren at Port Royal, S. C.

We left the U. S. steam sloop *Kearsarge* at Fayal, coaling. I obtained from her a supply of saluting powder, and she received from this ship provisions, etc., to complete her supplies for three months.

On the 20th of August an American ship approached the anchorage of Fayal, making signal of distress. I at once sent an officer and boat's crew to her relief. She proved to be the American ship *Expounder*, of

Boston, 144 days from Akyab, bound to Falmouth, England, with a cargo of rice. For seventy days her crew had been constantly at the pumps, and for three weeks they had been on an allowance of fresh water and dependent upon passing showers for a supply. On anchoring, though reported perfectly healthy, she was subjected to an absurd quarantine of three days, in which, of course, the officer and men from this ship were included.

The rebel steamer *Florida* arrived here on the 3d or 4th of August and obtained a full supply of coal and provisions, She was allowed to remain twenty-four hours, and then took her departure to the southward. Her officers stated that they had burned the steamer *Electric Spark*, captured on our coast. She discharged here one of her officers, who was an invalid, and one of her men, a New Yorker, who said he was the only American in her crew.

While at Fayal the arrival of merchant vessels under our flag, chiefly whalemen, averaged at least one a day.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Guest, U. S. Navy, commanding U. S. S Galatea, of the arrival of that vessel at the New York navy yard in a disabled condition.

U. S. S. GALATEA,
Navy Yard, New York, September 11, 1864.

SIR: I have to report the arrival here of this ship under my command, in obedience to an order of Acting Rear-Admiral Lardner, a copy of which is enclosed herewith.

The temporary repairs made to the engine to enable the ship to reach New York sufficed for only two days and a half, when they gave way. Since then the ship has been run by one engine, the other having been disconnected.

I am, sir, very respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding U. S. S. Galatea.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

FLAGSHIP POWHATAN,
Cape Haitien, September 1, 1864.

SIR: A report of survey on the machinery of the *Galatea*, under your command, having recommended that she be sent to a Northern port for repairs, you will proceed with her to New York and upon your arrival report to the Navy Department and to the rear-admiral commanding the station.

Very respectfully,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Commander J. GUEST,
Commanding U. S. S. Galatea.

Report of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, regarding protection to American commerce in those waters.

U. S. FLAGSHIP LANCASTER,
Callao, September 12, 1864.

SIR: I have received a letter from Commodore Poor, commanding U. S. S. *Saranac*, informing me that in consequence of information received from General [Irvin] McDowell, commanding United States land forces in the Pacific, he, with the consent of the Navy Department, received by telegraph, would leave San Francisco on the 30th July for the purpose of protecting our steam vessels in the Gulf of California, and particularly in the vicinity of Guaymas and Mazatlan, threatened by rebels, on their way from eastern Mexico. Unless the captains of the steamers (which I do not believe) are joined in this business I do not apprehend anything can be done in this way; yet common prudence would make it advisable to keep a ship of war constantly on the look-out at those places, and nothing but necessity has prevented my having one there at all times. There is no doubt the states of Sinaloa and Sonora contain a number of persons hostile to our Government, ready to adopt any feasible plan for the plunder of our treasure ships on the Pacific; but generally they have neither intelligence, enterprise, nor even courage to effect this object.

I shall endeavor to distribute the force under my command to prevent any such enterprises from being successful, and only regret I have so few vessels to protect a line of coast extending as far as from Maine to Cape Horn.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, to proceed to Hampton Roads in the flagship Powhatan and there strike his flag.

NAVY DEPARTMENT, *September 12, 1864.*

SIR: If on the receipt of this order you should not be in pursuit of a rebel privateer, or hear of one in the limits of your command, you will proceed with the U. S. S. *Powhatan* to Hampton Roads, and on arriving there strike your flag, from which date the West India Squadron will cease, and report by letter to the Department. The *Neptune* will convoy the California steamer which sails to-morrow from New York to Aspinwall and back, and you will, as heretofore instructed, direct the *Galatea* to meet the California steamer of the 23d instant at the usual point and convoy her to Aspinwall and back to New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral JAS. L. LARDNER,
Commanding West India Squadron, Cape Haitien.

Order of the Secretary of the Navy to Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding the convoy of California steamer.

NAVY DEPARTMENT, *September 12, 1864.*

SIR: Since writing to you this morning the Department learns by telegraph of the arrival of the *Galatea* at New York for repairs, and it will therefore make other arrangements for convoying the California steamer of the 23d instant.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral JAS. L. LARDNER,
Commanding West India Squadron, Cape Haitien.

[Telegram.]

NAVY DEPARTMENT, *September 12, 1864.*

SIR: Convoy the California steamer which sails on the 13th instant from New York to Aspinwall and back.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander JOS. P. SANFORD,
Commanding U. S. S. Neptune, New York.

[Telegram.]

NAVY DEPARTMENT, *September 12, 1864.*

One or more blockaders converted into privateers are cruising near Matanilla Reef and in the straits of Florida. You are detached from the North Atlantic Blockading Squadron, and you will proceed to that vicinity with all dispatch and examine those regions thoroughly. Get more coal at Key West if the fever has disappeared, which is the fact by last accounts. Return to North Atlantic Blockading Squadron when you are satisfied that no pirates are in that vicinity. The court will be dissolved on termination of case.

GIDEON WELLES,
Secretary of the Navy.

Captain D. B. RIDGELY,
Commanding U. S. S. Shenandoah, Norfolk, Va.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, regarding that vessel.

U. S. S. SHENANDOAH,
Navy Yard, Norfolk, Va., September 13, 1864.

SIR: I have the honor to report that I received a telegram from the Department, dated the 12th instant, and I expect to get to sea to-morrow evening in obedience thereto. The machinist will work all night.

I am, very respectfully,

DANL. B. RIDGELY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commodore Poor, U. S. Navy, commanding U. S. S. Saranac, regarding the cruising ground of that vessel.

U. S. FLAGSHIP LANCASTER,
Callao, September 13, 1864.

SIR: I have received your letter from San Francisco, dated the 30th July, enclosing copies of communications received from General [Irvin] McDowell and our late consul at Guaymas, informing me that under instructions from the Navy Department you had proceeded to the Gulf of California for the purpose of protecting American interests from the depredation of persons supposed to be in the vicinity of Guaymas or Mazatlan.

When you are relieved at San Francisco by the *Wateree*, instead of proceeding to Panama, in accordance with your former instructions, you will consider the Gulf of California your station. You can visit Cape San Lucas, La Paz, and other ports on the western side of the gulf, and on the eastern side, Guaymas, Mazatlan, and Manzanillo, extending your cruising ground as far south as Acapulco, which you will consider your headquarters and to which place your letters will be directed.

I regret to learn that Charles G. Bryant, esq., U. S. vice-consul at Guaymas, died on his passage to San Francisco. Should the United States Government not have appointed a consul to fill this vacancy, you are authorized to make a temporary appointment, and if the Government of Maximilian does not extend to Sonora, inform General Pesquira, the governor, that you have made this appointment by my authority, and request that he may be respected accordingly.

On your arrival at Acapulco Lieutenant-Commander Law will give you a copy of his instructions in regard to the U. S. consul and French authorities, by which you will, for the present, be governed.

You will also give the *Farrallones* a thorough examination in order to ascertain that care is taken with her stores, and that the commander and paymaster are attending strictly to their duties. It is required that they live on board.

Such funds as you require you can draw for at Acapulco on the honorable the Secretary of the Navy, at ten days' sight, payable in gold, in New York. But it may be necessary to give some notice to the agent of the Pacific Mail Steamship Company, in order that he may obtain funds from San Francisco.

I am, respectfully, yours,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commodore CHAS. H. POOR,
Commanding U. S. S. Saranac.

Report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, of the arrival of that vessel at Wood's Holl, Mass.

U. S. S. YANTIC,
Wood's Holl, Mass., September 13, 1864.

SIR: I have the honor to report the arrival of the U. S. S. *Yantic* at this place at 10 a. m., and will hold myself in readiness to move at short notice in obedience to any instructions I may receive from the Navy Department.

I left the Delaware Breakwater at 5:30 a. m., September 10, and my arrival here has been delayed by stress of weather, which obliged me to anchor off the west end of Block Island and in Tarpaulin Cove, Vineyard Sound.

Very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *September 13, 1864.*

Send any vessel ready with the California steamer. She must under no circumstances go without convoy. When any vessels are commissioned and completed at the yard send them into the stream or off the Battery or in the Buttermilk Channel. If you have not furnished convoy to the California steamer it is a fatal neglect. Get the *Neptune* ready immediately and send full particulars of this accident.

GIDEON WELLES,
Secretary.

Rear-Admiral PAULDING,
Commandant Navy Yard, New York.

Order of the commandant navy yard, New York, to Lieutenant-Commander Sterens, U. S. Navy, commanding U. S. S. Pontoosuc, for duty as convoy.

NAVY YARD, NEW YORK, *September 14, 1864.*

SIR: Proceed with the *Pontoosuc* under your command and convoy the California steamer to Aspinwall and back.

If she has sailed ascertain her direct route and follow her as fast as you can.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant-Commander GEORGE A. STEVENS,
U. S. S. Pontoosuc, Navy Yard, New York.

[Telegram.]

NEW YORK CITY, *September 14, 1864.*
(Received at Washington 3 p. m.)

The California steamer *Costa Rica* sailed yesterday at noon without convoy. I am informed through verbal message from Commodore Paulding this morning that the convoy broke down just after leaving the navy yard yesterday noon, and that she would sail again to-day to come home with the *Costa Rica*. The latter will come by east end of Cuba, through Mariguana Passage; leave Aspinwall about 26th instant and reach Navassa about 29th instant.

D. B. ALLEN,
[For C. VANDERBILT.]

Hon. G. WELLES.

[Telegram]

NORFOLK, VA., *September 14, 1864.*
(Received at Washington 7:30 p. m.)

SIR: Your telegram of September 12 was received by me and answered by mail. I will be ready to sail to-night, and will be off at daylight at furthest. Every dispatch has been made to obey you at the earliest moment.

D. B. RIDGELY,
[*Commanding U. S. S. Shenandoah.*]

Hon. G. WELLES.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, stating the cause of delay in the sailing of that vessel from Dover.

U. S. S. IROQUOIS,
Downs, England, September 14, 1864.

SIR: I have the honor to enclose a copy of a letter which I have just written to our minister at London in reference to the action taken at Dover by the British authorities in relation to Abel Tucker, Edward Walker, and Frederick Arnold, three deserters from this ship.

While waiting at Dover for provisions, which had to be procured from London, I was forced by bad weather yesterday to seek shelter at this place. I shall return to Dover as soon as the weather shall permit, and hope to be able in a few hours to take on board my provisions and to sail for Madeira.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, New York, transmitting report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, stating the cause of the inability of that vessel to act as convoy.

NAVY YARD, NEW YORK, *September 15, 1864.*

SIR: I forward herewith Commander Sanford's report in relation to the cause which detained the U. S. S. *Neptune* and prevented her from accompanying the California steamer of the 13th instant.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. NEPTUNE,
Navy Yard, Brooklyn, September 13, 1864.

SIR: I have to report that in getting underway from the buoy, the tide running strong flood, I found it necessary to use a tug in order to point the ship fair in the passage. The effort of the tug was neutralized

by the tide and the error committed by the helmsman putting the helm aport instead of astarboard, as ordered. This error was discovered quickly, but not soon enough to prevent the tug's passing abeam, and from the strain on the hawser it rended around her bits and quickly fell alongside and was picked up by our propeller; by this time our head was upstream and we were drifting rapidly toward the *Galatea*. The anchor was ordered let go, but patent cathead stopper jammed, and when the anchor was dropped it fouled the chain of the *Galatea*.

It will require the ship to be in slack water to clear the hawser, and I would respectfully request that I may have a tug to tow me up to the moorings.

I regret exceedingly this mishap and my inability to obey orders. Every exertion has been made to clear the hawser without avail.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, Brooklyn, N. Y.

Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, regarding convoy of California steamers.

FLAGSHIP POWHATAN,
At Sea, September 17, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatches of the 1st instant by the California mail steamer, which gives directions about the convoy of the California steamers.

That part of the order which directs the convoy of the ship that leaves New York on the 13th of this month will, as there is no other ship at my disposal, occupy the *Powhatan*.

Very respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, to convoy California steamer.

NAVY DEPARTMENT, *September 17, 1864.*

SIR: You will convoy the California steamer which sails on the 23d instant from New York to Aspinwall and back.

Referring to your letter of the 14th instant, the Department declines to authorize you to leave your convoy for the purpose of chasing a suspicious vessel, unless it be to chase and engage a pirate or armed vessel of the rebels.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander GEO. M. RANSOM,
Commanding U. S. S. Grand Gulf, New York.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of proposed departure of that vessel for the West Indies from the Cape Verde Islands.

U. S. SLOOP OF WAR ST. LOUIS,
Porto Grande, Island of St. Vincent, Cape Verde Islands, September 19, 1864.

SIR: I have to report the arrival of the *St. Louis* at this port on the evening of the 17th instant, and that I sail early to-morrow morning for St. Thomas, West Indies, in pursuance of your orders.

No rebel cruisers or blockade runners have visited these islands or been seen about them for a long time.

We found and leave in port here three large American ships discharging coal, and bound thence to Akyab and Rangoon, in India.

We have no consul or vice-consul here, though from its selection as the coaling depot going and returning for all the steamers of the English, European, Brazilian, and African mail lines, Porto Grande has become the most important port of all these islands, and is the most likely to be visited by rebel cruisers requiring coal.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the steamers Philo Parsons and Island Queen by a party of Confederates on Lake Erie, September 19, 1864.*

[Telegram.]

DETROIT, *September 20, 1864.*
(Received at 2 p. m.)

The American steamer *Philo Parsons*, running from this place to Sandusky, was seized yesterday by rebel refugees, who embarked at Malden, Canada. They captured and sunk the steamer *Island Queen*. The steamer *Philo Parsons* was brought this morning to Sandwich, Canada, where, after plundering and cutting her pipes to scuttle, [she] was abandoned.

The seizure of the *Philo Parsons* and the capture and sinking of the *Island Queen* occurred in American waters; the plundering and scuttling of *Philo Parsons* in British waters.

Have seen district attorney in relation to proper legal steps to take.

B. H. HILL,
Lieutenant-Colonel, U. S. Army.

Brigadier-General J. B. FRY,
Paymaster-General.

[Telegram.]

NAVY DEPARTMENT, *September 20, 1864.*

Telegraph operator at Sandusky will dispatch at once.

Rebels have captured two steamers on the lake and at last accounts

*See also Index, for report of Jacob Thompson.

were off Bass Island. It is desired by the War Department that you remain at Johnson's Island to protect prisoners until arrival of reenforcements.

GIDEON WELLES,
Secretary of Navy.

Commander J. C. CARTER,
Commanding Steamer Michigan, off Johnson's Island, Ohio.

[Telegram.]

NAVY DEPARTMENT, *September 20, 1864.*

In consequence of apprehended trouble on the Lakes, you will hold yourself in readiness to proceed to Buffalo with men and battery, which Rear-Admiral Paulding is directed to furnish if required. Communicate with him immediately and see that good men are selected.

GIDEON WELLES,
Secretary of the Navy.

Commodore JNO. RODGERS, U. S. Navy,
Care of Rear-Admiral F. [H.] Gregory,
United States Hotel, New York.

[Telegram.]

NAVY DEPARTMENT, *September 20, 1864.*

Have in readiness 100 picked men, Lieutenant-Commander Paulding and four other officers, with a battery of four howitzers (complete), to go to Buffalo under command of Commodore Rodgers, if required by further orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING, U. S. Navy,
Commandant Naval Station, New York.

[Telegram.]

U. S. S. MICHIGAN,
Off Johnson's Island, via Sandusky, September 21, 1864.
(Received at Washington 11:45 a. m.)

The boats captured by rebels pursued by me; one sunk, the other sunk and the rebels fled. I have got the principal agent prisoner on board and many accomplices. All is well and safe at the prison. The object was to capture this ship and if possible release the prisoners.

J. C. CARTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *September 21, 1864.*

Send prisoners to Fort Warren, Boston. Guard will report to Rear-Admiral Stringham at navy yard for conveyance to fort.

GIDEON WELLES,
Secretary of Navy.

Commander J. C. CARTER,
Commanding Steamer Michigan, Off Johnson's Island,
via Sandusky, Ohio.

[Telegram.]

NAVY DEPARTMENT, *September 21, 1864.*

Order of 20th to have men and battery in readiness is revoked. Inform Commodore Rodgers.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING, U. S. Navy.
Commandant Naval Station, New York.

Order of the Secretary of the Navy to the commandant navy yard, Boston, to furnish conveyance to Fort Warren for prisoners from Lake Erie.

NAVY DEPARTMENT, *September 21, 1864.*

SIR: Some of the party engaged in the capture of the steamers on the Lakes have been caught by Commander Carter, who has been instructed to send them to the navy yard, Boston. On their arrival please furnish the guard in charge with a conveyance to Fort Warren, where the prisoners are to be confined.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

U. S. S. MICHIGAN,
Off Johnson's Island, via Sandusky, Ohio, September 22, 1864.
(Received at Washington 5:32 p. m.)

The U. S. district attorney of Ohio and the military commander here are making arrests in connection with developments made by the prisoners. I have to ask that they may not be sent to Fort Warren, as their retention here is absolutely necessary for the punishment of all concerned in the conspiracy. Shall I turn them over to Colonel [B. H.] Hill? General Hitchcock has arrived, and concurs in the suggestion.

J. C. CARTER,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *September 22, 1864.*

Turn over your prisoners to Colonel Hill, as suggested in your telegram of to-day.

GIDEON WELLES,
Secretary.

Commander J. C. CARTER,
Comdg. U. S. S. Michigan, Johnson's Island, Sandusky, Ohio.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, in relation to the capture of the steamers Philo Parsons and Island Queen.

U. S. S. MICHIGAN,
Off Johnson's Island, September 26, 186

SIR: I have the honor to report that at 12 o'clock on the night of the *18th September* I received by telegram from Lieutenant-Colonel Hill,

commanding military post at Detroit, Mich., information that a plot was about consummated to seize certain vessels on the Lakes, capture this ship, and release the prisoners on Johnson's Island. A second dispatch, dated September 19, from the same source, informed me of the party being about to embark from different points from Canada, by rail and boat, to cooperate with ringleaders at Sandusky, Ohio. I accordingly lost no time in sending Ensign James Hunter to arrest and bring on board a man by the name of Cole, who had been known in and about Sandusky for some weeks, and who, on reaching the ship, by investigation, implicated one Robinson, whom I also caused to be arrested the same night, and doubtless by whose united action and previously arranged signals with the captured vessels, *Philo Parsons* and *Island Queen*, as they approached Sandusky, the plot was to have been developed. The failure of the signals, by reason of these arrests, prevented the pirates from making their appearance during the night that I was anxiously expecting them, and at daylight I started in pursuit as far as the mouth of Detroit River, when I returned, cruising along the Canada shore, touching at Kelly's and Bass islands, receiving the passengers left there by the captured vessels. Daily developments here show a complicity with certain rebel commissioners in Canada. The *Michigan* came to her anchorage off Johnson's Island the afternoon of the same day of her departure, and it is with pride and pleasure I call the attention of the Department to the promptness and vigilance of the officers and men under my command.

I would inform the Department that on the night following this raid, the 22d instant, this point was visited by a severe hurricane, sweeping in its violence the roofs off the long prison buildings, leveling picket fences on each side of the prison yard, and felling over a hundred trees, yet inflicting no serious injury to anyone. This combined agency of Providence and man gave the prisoners the idea that their deliverers had come, and with fright and this impression they took to the openings occasioned by the falling fences, and confusion might have prevailed but for the promptness and vigilance of the forces here.

This ship rode the gale with slight damage. I would here inform the Department that there is at all times danger of getting aground on the bar obstructing the passage of this bay.

I have turned the prisoners over, as directed, to Colonel Hill.

I have the honor to be, very respectfully, your obedient servant,

J. C. CARTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW LONDON, CONN., *September 22, 1864.*
(Received at Washington 6:25 p. m.)

The prize steamer *Georgia*, Acting Master Kimball commanding, arrived here at 1 p. m. Machinery disabled, and heavy weather at sea. Her commanding officer's report will follow by this evening's mail. What shall I do?

SAML. MAGAW,
Lieutenant-Commander, Commanding U. S. S. Florida.

Hon. G. WELLES.

Report of Acting Master Kimball, U. S. Navy, commanding prize steamer Georgia, of the arrival of that vessel at New London, Conn., in a disabled condition.

PRIZE STEAMER GEORGIA,
New London, September 22, 1864.

SIR: I have to report to you with regret that I have again been compelled to make a port for the safety of the vessel and crew under my charge, in a disabled condition, my engines being perfectly useless and the wind blowing very strong from the N. E. I left Hampton Roads on Tuesday morning, the 20th, after receiving some temporary repairs, and by using great care I was enabled to get in sight of the light on Montauk Point, when the condenser belonging to the engines broke in such a manner that it can not be repaired except at a great expense. I then disconnected the propeller and by great exertions I was enabled to reach this port. The ship's sails are small for so large a vessel and she will not stay under canvas, and with a good breeze it takes her a long time to wear. I also have but a few provisions and no means to purchase any. I most respectfully submit my condition to your consideration.

I am, your most obedient servant,

JACOB KIMBALL,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *September 22, 1864.*

Have the *Georgia* repaired sufficiently to reach Boston. Fill up your vessel and proceed [to] off Halifax, and return to Boston when out of coal.

You will find the *Vanderbilt* off Halifax. Say to Captain Baldwin that between both of you some of the daily arrivals and departures of blockade runners ought to be caught. Five hundred bales of cotton a day are going into Halifax these dark nights.

Answer when you leave.

GIDEON WELLES,
Secretary.

Lieutenant-Commander SAML. MAGAW,
Commanding U. S. S. Florida, New London, Conn.

[Telegram.]

NAVY DEPARTMENT, *September 22, 1864.*

Cruise from east to southeast of the capes, while your coal will permit, in the track of blockaders running between Wilmington and Halifax, then return to the roads and prepare again for sea. Do not remain out after the 5th of October.

GIDEON WELLES,
Secretary.

Captain W. ROGERS TAYLOR,
Commanding Juniata, Hampton Roads.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, acknowledging receipt of Department's orders.

U. S. S. JUNIATA (Second Rate),
Hampton Roads, September 22, 1864—11 p. m.

SIR: Your telegraphic order of this date was received at 10:30 p. m. Owing to thick weather the pilot will not take the ship to sea until daylight. If it should become clear we shall get underway immediately.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of departure of that vessel from Hampton Roads.

U. S. S. JUNIATA (Second Rate),
Off Cape Henry, September 23, 1864—7 a. m.

SIR: We had thick, threatening weather all night, but at daylight this morning we got underway and ran out. The pilot is just leaving the ship.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, regarding convoy of California steamer.

U. S. S. GRAND GULF,
Off Battery, New York, September 23, 1864.

SIR: I have the honor to report that in obedience to the Department's order of the 17th instant I am now underway to convoy the California steamer to Aspinwall and back.

I enclose herewith a complete descriptive muster roll of the crew and a separate list of the officers of this vessel, and I have to report a deficiency in the complement of officers, as follows, viz: One third assistant engineer; one acting master's mate.

I am, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, of the arrival of that vessel in the harbor of Pictou, Nova Scotia, and giving account of assistance rendered to disabled vessels.

U. S. S. IOSCO,
Pictou Harbor, Nova Scotia, September 23, 1864.

SIR: I have the honor to inform the Department that I arrived here on the 19th September, and have taken on board 140 tons of coal and repaired the engine.

While on the north coast of Prince Edward Island, on the 15th of September, I towed the schooner *General Burnside*, of Gloucester, Mass., off a reef on which she had struck, and on the morning of the 17th September I sent the launch and first cutter, with kedge anchor and hawser, to the schooner *Colonel Ellsworth*, of Gloucester, and assisted her off a shoal on which she had grounded. On the same day at noon Richard Ellet, master of the English bark *Empress*, of Malpeque, came on board and informed me that his vessel was leaking badly, having thrown overboard half her cargo, and his crew were exhausted, and requested assistance, when I immediately towed his vessel into Malpeque Harbor.

I shall this day sail for my cruising ground in the Bay [Gulf] of St. Lawrence.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Telegraph for him to get to Boston without delay. What were his last and original orders?

[G. V. FOX.]

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, regarding the cruising ground of that vessel.

U. S. S. IOSCO,
Ship Harbor, Gut of Canso, Nova Scotia, September 24, 1864.

SIR: I have the honor to inform the Department that its communication dated September 13, 1864, is this day received, in which I am informed that I can return to Boston when my coal is out. I have already notified the Department in my letter of the 23d that I have taken in a fresh supply of coal at Pictou, and now intend to cruise along the west coast of Cape Breton Island, the Magdalen Islands, and the north coast of Prince Edward Island till my coal is exhausted, making Ship Harbor, Nova Scotia, my headquarters, where a telegram or further orders from the Department can reach me.

I am forced to remain for forty-eight hours at this place for the purpose of having new brasses fitted to the crank pins of the engine.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *September 24, 1864.*

Tow the *Georgia* to New Bedford and direct the officer to deliver her to the court there.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander SAML. MAGAW,
Commanding U. S. S. Florida, New London, Conn.

[Telegram.]

NEW LONDON, CONN., *September 26, 1864—2 a. m.*
(Received at Washington 8:20 p. m.)

SIR: I sail in an hour in obedience to your telegraphic order of 22d and 24th instant.

SAML. MAGAW,
Lieutenant-Commander, Commanding U. S. S. Florida.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus, of the return of that vessel to New York from convoy duty and giving account of cruise.

U. S. S. NEREUS,
New York Navy Yard, September 26, 1864.

SIR: I have the honor to report the arrival of this vessel at the New York navy yard, having in obedience to orders convoyed the steamer *North Star* to Aspinwall, and back to latitude 73° 42′ N., longitude 37° 42′ W., when, in a northwesterly gale in the Gulf Stream, with a heavy sea, we were unable to keep up with her, and she steamed us out of sight yesterday at 12:40 p. m.

I beg leave respectfully to state that this vessel is no fit convoy for a side-wheel steamer. We can do nothing in a heavy head sea and we do not carry coal enough.

I filled all bags before leaving New York, and on the ninth day out had expended every pound of coal in my bunkers; was obliged to break out the coal in the after hold put there for ballast, and arrived in Aspinwall with but one day's consumption of fuel on board. Had we not had the most favorable weather I should have been obliged to put into Jamaica. On the return passage I filled everything to furnaces and fire-room floor, and arrived in New York with less than one day's fuel. It is not right to approach our coast with so little coal. A northeasterly gale, and I should have been adrift. I can go to Aspinwall on 12 tons of coal per day in twelve or thirteen days, but to follow a steamer going 9½ to 10 knots my consumption is from 22 to 24 tons per diem. I can not carry coal enough, and will not again run the risk I encountered this time.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, regarding cruise of that vessel.

NAVY DEPARTMENT, *September 26, 1864.*

SIR: The instructions to you of the 9th of August last, so far as they direct you to proceed with *Iroquois* to Batavia, are hereby modified in this respect, viz:

If, on reaching the Cape of Good Hope, you find that neither the *Florida* nor any other rebel privateer has passed the cape and gone to the eastward, you need not proceed to Batavia or farther east than the cape, provided the machinery of the *Iroquois* is not in such condition as to promise to bear the outward voyage, not less than eight months cruising on the station, and the homeward voyage, but will return to New York, via the coast of Brazil, the Windward and West India islands.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Cape Town, Cape of Good Hope.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting order of the British Government forbidding the sale or dismantling of belligerent vessels in its ports.

DEPARTMENT OF STATE,
Washington, September 26, 1864.

SIR: I have the honor to enclose for your information a printed copy of an official notification by her Britannic Majesty's Government, prohibiting the dismantling or sale in British ports of ships of war of the United States or the armed vessels of the insurgents.

I have the honor to be, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Extract from the London Gazette of Friday, September 9, 1864.

FOREIGN OFFICE, *September 8, 1864.*

It is hereby notified that her Majesty has been pleased to order that for the future no ship of war belonging to either of the belligerent powers of North America shall be allowed to enter, or to remain, or be in any of her Majesty's ports for the purpose of being dismantled or sold; and her Majesty has been pleased to give directions to the commissioners of her Majesty's customs and to the governors of her Majesty's colonies and foreign possessions to see that this order is properly carried into effect.

[Telegram.]

NAVY DEPARTMENT, *September 27, 1864—1:25 p. m.*

Proceed with the U. S. S. *Glaucus* to New York and convoy the California steamer which sails on the 3d proximo to Aspinwall and back.

GIDEON WELLES,
Secretary of Navy.

Commander GEO. H. COOPER,
Commanding U. S. S. Glaucus, Hampton Roads, Va.

Report of Lieutenant-Commander Magaw, U. S. Navy, commanding U. S. S. Florida, of the arrival of that vessel off Halifax, Nova Scotia, from New London, Conn.

U. S. S. FLORIDA,
Off Halifax, Nova Scotia, September 28, 1864.

SIR: I have the honor to report that I arrived off Halifax, in latitude 44° 22′ 15″ N., longitude 63° 28′ W., at meridian to-day, having left New London at 6:30 a. m. on the 26th, in obedience to your order of 22d instant.

I have not yet met with or heard of the *Vanderbilt*.

Very respectfully, your obedient servant,

SAMUEL MAGAW,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, of the cruise of that vessel while searching for the C. S. S. Florida.

U. S. S. TICONDEROGA,
Curaçao, West Indies, September 28, 1864.

SIR: I have the honor to report my arrival in this port under sail in twenty-two days from [As] Rocas, which point I did not reach until the 5th of September, owing to strong head winds and currents and the indifferent working of the engines, caused by the giving out of tubes in the boilers and the very poor quality of coal.

Not seeing anything of the *Florida* on my arrival at [As] Rocas, and being reduced to but one and a half days' consumption of coal, I made all sail and hauled by the wind with the intention of making Pernambuco, but it soon became evident that the ship would do nothing by the wind. I therefore bore up for the nearest port to leeward, and after a pleasant passage of seventeen days arrived at the island of Grenada, West Indies. At that time I had but 15 tons of coal on hand, and my principal reason for going into that port was to obtain just enough to steam for a day or two in case I should be overtaken by a gale. My request to the authorities was refused, and I received a communication requesting me to leave in twenty-four hours, which I complied with. I shall take another opportunity to transmit copies of my correspondence on the subject.

So soon as I have filled up with coal and made the necessary repairs to the engines I shall proceed to St. Thomas, and should I not hear anything of the *Florida* or other rebel cruisers will, after a reasonable time, return to the United States.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, regarding the cruise of that vessel in search of privateers, transmitting copy of orders.

U. S. S. SHENANDOAH,
Havana, September 29, 1864.

SIR: I have the honor to inform the Department that I left Hampton Roads on the 15th instant to obey the telegraphic order of the 12th instant.

We reached the Florida Stream, between Jupiter Inlet and Matanilla Reef, on the fourth day.

I cruised in that vicinity and communicated at Stirrup Cay and the Bemini Islands, without seeing or hearing anything of privateers, and then [went] down the Gulf as far as Key West.

When off Key West, at noon on the 26th instant, I was boarded by a tug from the harbor and informed by Captain Greene, senior officer, that it was not prudent to enter the harbor for coal. I took on board provisions the next day from a lighter, intending to proceed to Tampa Bay for coal, when I received the enclosed order from Captain Greene.

I arrived at Havana this morning, and will leave for Key West to-morrow on my way to Tampa to get a supply of coal, and will resume cruising in the Florida Stream and its vicinity.

I am, very, respectfully,

DAN. B. RIDGELY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Fla., September 27, 1864.

SIR: You will proceed to Havana without delay and deliver the enclosed communication to Thomas Savage, esq., acting consul-general for the United States, and await his further directions.

You will then return to this place and deliver to my order the prisoner which he will place under your charge.

Respectfully,

THEO. P. GREENE,
Captain, Commanding Eastern Gulf Blockading Squadron.

Captain DANIEL B. RIDGELY, U. S. Navy.
Commanding U. S. S. Shenandoah.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Santa Cruz, Teneriffe.

U. S. S. IROQUOIS,
Santa Cruz, Teneriffe, September 29, 1864.

SIR: I have the honor to report that the *Iroquois* arrived here yesterday afternoon, and that it is my intention to sail for St. Vincent, Cape Verde Islands, to-day.

On my way hither from the British Channel I touched at Madeira in obedience to your orders, and remained at that place just forty-eight hours to take in coal.

I regret to state that I shall be detained at Rio de Janeiro for a week, or long enough to procure new crank-pin brasses, which the chief

engineer informs me are indispensably necessary to the efficiency of the vessel. There will also be some work required upon the packing in the cylinders.

I can gain no authentic intelligence of the *Florida* since she left this place on the 4th of August.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, regarding convoy duty.

U. S. S. GLAUCUS,
Off Navy Yard, New York, September 29, 1864.

SIR: I respectfully acknowledge the receipt of your order of the 27th instant, and report the arrival of this ship to convoy the California mail steamer.

Respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the steamer Roanoke by John C. Braine and party, September 29, 1864.

Letter from Messrs. Ludlam, Heineken & Co. to the Secretary of the Navy, recommending that search be made by Government vessels for the overdue steamer Roanoke.

NEW YORK, *October 8, 1864.*

SIR: Our steamship *Roanoke*, Captain Francis A. Drew, left Havana, on the 29th ultimo for this port, where she was due on the 3d instant, but has not yet arrived. Rumor says that a gang of pirates took passage in her with the intention of taking forcible possession of her at sea, and we fear ourselves such is the case.

The *R[oanoke]* was in fine order, as we had her thoroughly overhauled a few months ago; her average speed is above 11½ knots.

For our sake, as also for the sake of parties that run steamships to Southern ports, we would suggest sending some fast gunboats after her, for if allowed to rove about she would undoubtedly cause much damage to the shipping interest of this country.

Your obedient servants,

LUDLAM, HEINEKEN & CO.

Hon. GIDEON WELLES,
Secretary of the Navy.

Statement of E. D. Nichols and F. E. Hawley of the capture of the steamer Roanoke.

BERMUDA, ALIAS SOMERS' ISLANDS.

By William Christopher John Hyland, a notary public in and for the islands of Bermuda and all other her Majesty's foreign dominions and territories, duly commissioned and sworn.

[L. S.] W. C. J. HYLAND,
Notary Public.

To all to whom this present writing or instrument of protest shall come, greeting:

Know ye that on the day of the date hereof personally appeared before me Edward Dingle Nichols, late chief officer of the steamship *Roanoke*, of the city of New York, in the United States of America, and Frank Edward Hawley, late purser of said ship, who on oath say that on the 29th of September last they left the city of Havana, in Cuba, laden with an assorted cargo and about forty passengers; that on the same day of the month, when they had been at sea about five hours, a man named Braine, alias Johnson, lately implicated in the seizure of the steamship *Chesapeake*, of New York, assisted actively by about nine other persons, violently and by force of arms, when Captain Drew and most of the other officers were asleep in their staterooms, seized the steamship *Roanoke*, and placed the said Captain [Francis] A. Drew, with the whole of the ship's company (the firemen excepted) in irons; that while so engaged they killed the carpenter of said steamship by shooting, and also wounded the third engineer; that they then proceeded and made the islands of Bermuda on the 4th day of October instant, and took a pilot boat on the evening of that day; that they proceeded to the east end of these islands and anchored in or near to Five Fathom Hole about 8 p. m. of that day, and there remained until about half past 3 o'clock of the following morning; that at about 9 o'clock, just after anchoring, the said Braine left the ship in the pilot boat and proceeded on shore, in the direction of the town of St. George; that at about 3 o'clock on the following morning the said Braine again returned to the said steamship, accompanied by four or five other persons from the shore; that they soon after weighed anchor and proceeded seaward; that on the night of the 5th instant the vessel was again brought and anchored in Five Fathom Hole, or its vicinity; that at about 11 o'clock on the same night five or six persons again came on board from the shore; that one of the said parties was recognized by a passenger (B. B. Blydenbaugh) as Joseph Johnson, a merchant of the town of St. George; that they heard one of these parties, whom they have every reason to believe is named Black, tell the present purser of the said ship, one Jashoop, that the brig would not be out with coal and provisions until the following day; that they shortly left the ship, and she again proceeded seaward, but again returned toward the land as night closed in; that at about 8 o'clock p. m. of the 6th of October they made a brig with a light at her fore-masthead, and they spoke her about 8 or 10 miles from the land off the light-house, and she was ordered to heave to until daylight; that a boat was sent on board of her from the said steamship, and she returned soon after with sundry provisions; that on that night and following morning about forty men were sent on board the steamer from the said brig, and which proved to be the *Village Girl*, of Whitehaven; that all day of the 7th October was employed transporting coal and provisions on board the said steamship from the said brig *Village Girl;* that the said Braine and other officers informed them on that day that a brig with a black ball in her fore-topsail would come and take off the passengers of the *Roanoke* and proceed to Halifax with them; that they kept a lookout all that day, expecting said brig to appear; that at about 5 or 6 o'clock of the same evening a sail was made to the westward, when they stopped coaling and immediately made for it; on getting near her they hailed her and ordered her to heave to, and at the same time asked her name and if she had a black

ball in her fore topsail. On finding it was not the vessel expected, the brig was told to proceed on her voyage, and the said steamship again returned to the *Village Girl* and took in further coal. That on or about 8 o'clock p. m. of that day they made another vessel, upon which they bore down to her; she also had a light at her fore-masthead; that at about 10 o'clock p. m. of same night they commenced putting the baggage of the passengers on board the said brig, and at 11 o'clock the same night the passengers and all of the crew of said steamship, with the exception of three who were in irons, were placed on board the said brig, which proved to be the Danish brig *Mathilde*, with a black-painted ball in her fore-topsail; and at about 4 o'clock a. m. of the 8th October the brig proceeded eastward, and at 7 o'clock p. m. of the same day they anchored in or near the Five Fathom Hole. They further say that the said steamship had not over 10 tons of coal on board on the evening of this day.

And these said appearers, upon their oaths aforesaid, do further declare that during the said voyage they, together with others of the said ship's company, did all they could to preserve the said steamship from seizure.

Wherefore the said Edward Dingle Nichols and Frank Edward Hawley have protested, and I, the notary aforesaid, at their special instance and request, do publicly and solemly protest, against all and every person whom it doth or may concern, and especially against the seizure of the said steamship *Roanoke* by the aforesaid Braine and others, and against all losses, damages, costs, charges, and expenses which have occurred, or may hereafter occur, by reason of the foregoing premises.

Thus done and protested in the town of St. George, the 8th of October, 1864.

In testimony whereof these appearers have subscribed their names and I, the notary aforesaid, have hereunto affixed my notarial seal.

E. D. NICHOLS.
F. E. HAWLEY.

Letter from the U. S. collector of customs at New York to the Secretary of the Navy, transmitting information of the supposed cause of the nonarrival of the steamship Roanoke.

COLLECTOR'S OFFICE, CUSTOM-HOUSE,
New York, October 11, 1864.

SIR: Please receive through this official channel the enclosed statement of Francis Skiddy, esq., president of the New York and Virginia Steamship Company. I expect to elicit other facts to-morrow, and shall promptly communicate to you any further information bearing upon the case. There are some three or four other steamers belonging to this company, and all are exposed to the same piratical assault as the *Roanoke*. I have felt the subject to be of sufficient importance to justify the anxiety of this community to have it brought immediately to your official attention.

I am, sir, with much respect, your obedient servant,

S. DRAPER,
Collector.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NEW YORK, *October, 11, 1864.*

SIR: In compliance with your request to Messrs. Ludlam, Heineken & Co., agents of the New York and Virginia Steamship Company, of which I am president, I take pleasure in stating the following facts in relation to the steamship *Roanoke*, about the nonarrival of which there is so much anxiety felt:

The *Roanoke* left Havana for New York on the 29th ultimo, with a full cargo and thirty-three passengers, and according to the usual time it takes her to make the trip, she should have arrived here on the 3d instant.

The *Roanoke* is a side-wheel steamer, of about 1,050 tons, custom-house measurement, and has two walking-beam engines and one funnel. Her average rate of speed is 12 knots, and she is hermaphrodite brig-rigged. She was in excellent order, and after the repairs put on her this spring I considered her as good as new.

She is manned by about forty-five men all told. Her commander, Francis A. Drew, an Englishman by birth, but a United States citizen, has been in the employ of the company upward of five years. I have no reason to doubt his or Mr. Nichols's (the chief mate) loyalty. Mr. Higgins, chief engineer, I have likewise every confidence in.

A report has reached me from Havana that a gang of pirates took passage on board of her, intending to take forcible possession of her at sea, and to use her for hostile purposes. Her nonarrival leads me to suppose that there is some foundation for this report. I therefore would draw your attention to the facts, and also would suggest that some measures be taken by our Government to ascertain the real facts, for if allowed to rove about, the *Roanoke*, on account of her speed, might do considerable damage to the shipping interests of this country.

I am, yours, respectfully,

FRANCIS SKIDDY,
President New York and Virginia Steamship Company.

Hon. SIMEON DRAPER,
Collector of the Port of New York, N. Y.

Letter from the Secretary of the Navy to Messrs. Ludlam, Heineken & Co., regarding the overdue steamer Roanoke.

NAVY DEPARTMENT, *October 12, 1864.*

GENTLEMEN: I have received your letter of the 8th instant, expressing your apprehensions that your steamer, the *Roanoke*, running between New York and Havana, has been captured by a party of desperadoes who are reported to have embarked in her from the latter port, and suggesting that some fast gunboat be dispatched after her.

Can you suggest a point to which a gunboat should be sent? Until it is certainly known that she has been captured, or some definite information of her movements has been received, a steamer could not be sent with a prospect of success to pursue her.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Messrs. LUDLAM, HEINEKEN & CO.,
New York.

Letter from Messrs. Ludlam, Heineken & Co. to the Secretary of the Navy, urging a search for the steamship Roanoke.

NEW YORK, *October 13, 1864.*

SIR: In reply to your communication of yesterday, it would of course be impossible for us to suggest any one point where to send a gunboat to look after the steamship *Roanoke*, supposed to be captured by pirates. In our opinion the best plan would be to send a number of gunboats out with instructions to cruise for the *Roanoke* between Wilmington and the southern coast of Florida, and as far east as the Bermudas.

The *Roanoke* may have been taken into one of the Florida keys, where she could be fitted out as a privateer unnoticed.

In our opinion not a moment should be lost to hunt her up, for reasons stated in our last; and thanking you for your immediate attention to the matter, we remain,

Respectfully, your obedient servants,

LUDLAM, HEINEKEN & Co.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from the Secretary of the Navy to Messrs. Ludlam, Heineken & Co., regarding the missing steamer Roanoke.

NAVY DEPARTMENT, *October 19, 1864.*

GENTLEMEN: I have received your letter of the 13th instant. No definite information could be obtained regarding the *Roanoke*, vessels could at once be dispatched after her. At present the U. S. S. *Shenandoah* is cruising off the Florida coast and our supply steamers are passing to and from the Gulf. The *Fort Morgan* sailed on the 15th instant, and the *Circassian* will sail in a day or two. The last-named vessel will be instructed to bear in mind the *Roanoke* on her outward passage, and Acting Rear Admiral Stribling will be directed to call the attention of the vessels he may have cruising in the Bahamas to the missing steamer, so that they may make search within the limits of their cruising grounds.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Messrs. LUDLAM, HEINEKEN & Co.,
New York.

Letter from Messrs. Ludlam, Heineken & Co. to the Secretary of the Navy, regarding rumored capture of the steamship Roanoke.

NEW YORK, *October 20, 1864.*

SIR: We are in receipt of your communications of 18th and 19th instant, and thank you for the information therein contained regarding the probable [capture] of our steamship *Roanoke*.

We have nothing further definite. A British steamer from Bermuda at Halifax reports a rumor that the *Roanoke* was captured by Lieutenant Braine, who took her to Bermuda and landed the passengers, but he was not allowed coal and provisions. He then proceeded to sea and burned the *Roanoke* off Bermuda, returning with the crew on board. He was immediately arrested by the British authorities.

If this proves correct we trust our Government will demand the surrender of said Braine, and try him for piracy. We believe he is the same party that captured the steamer *Chesapeake*.

If we receive any further information we shall take the liberty of communicating with you; meanwhile we remain,

Yours, respectfully,

LUDLAM, HEINEKEN & CO.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Confederate correspondence relative to the capture of the steamer Roanoke.

Report of the C. S. agent at Havana, Cuba, giving reasons for objecting to the plans of Acting Master Braine, and refusing to advance funds for the purposes of capture.

HAVANA, *August 17, 1864.*

SIR: I have the honor to inform you that a few days since Acting Master John C. Braine, C. S. Navy, called at my office, and represented to me that he was ordered by the honorable the Secretary of the Navy to organize a force and proceed to Havana for the purpose of capturing on the high seas either of the Federal steamers the *Roanoke, Morning* [*Star*], or *Evening Star*, running between New York and Havana; that in obedience to said order he proceeded to Wilmington, where he partially organized his force, and took passage for Bermuda on one of the blockade runners. Arriving at Bermuda, he purchased a schooner and cleared with his party for Matanzas, but touched at Nassau, and reached Matanzas only after a passage or cruise of forty days; that his funds (though he says he obtained from Mr. Heyliger, Government agent at Nassau, in addition to $3,000 handed him by Mr. Mallory, an advance of $1,000) are now exhausted; that his schooner is old, unseaworthy, and unsalable; that his object in coming to Havana was to take passage with his command on board the steamer *Roanoke*, and capture her after leaving Spanish waters; that necessary to the success of his enterprise he must here obtain from me $1,500, recruit ten reliable men, purchase the necessary arms, handcuffs, flag, etc., and when told that I doubted the legality and propriety of the enterprise he informed me that he had freely discussed the matter with both the President and Secretary of the Navy, and that they both fully approved of his plan. On reading his order, a copy of which is herewith enclosed, marked A, I expressed the opinion that either he did not comprehend the President and Mr. Mallory or that his plan was misunderstood by them; he, with his purser, Mr. Pratt, still insisted that his verbal orders from both the President and Mr. Mallory were explicit, that he should embark from Havana and make the capture. On expressing the opinion that such embarkation, leading to the subsequent capture of even the enemy's steamer, would be regarded by the authorities here as an unjustifiable interference with the neutrality of Spain, and would result in complications greatly prejudicial to the interests of the Confederacy, he still insisted that his oath required him to make the attempt at all hazards, and that if I did not furnish the necessary funds he would make the effort to obtain the money elsewhere; when, in reply to his letter (enclosed, B) asking a loan for the purpose, I addressed him a note [C] declining to advance the funds and taking the responsibility of objecting to his plans, for reasons which I will proceed to give, and which I confidently believe will be approved by the

people in Cuba which would interfere with the just neutrality of
and for the observance of this pledge his predecessor, Captain-
Serrano, voluntarily became my guarantor, the same pledge
been given to him; I receiving from each the assurance that
nor of Spain should be observed in an impartial neutrality
the belligerents. The facts show that so far as the officials of
e concerned they have attempted faithfully to observe their part
ompact.

the Confederate cruiser *Florida* was at Cardenas an attempt
de by the agents of the enemy to use the telegraph to give notice
novements, which was promptly prevented by the captain-gen-
n her two visits to this port every facility was given her to take
provisions, and water. On her last visit, when about to sail,
eral consul-general called on the captain-general and represented
'ederal gunboat had just left the harbor, and insisted that the
should be detained for twenty-four hours. The captain-general,
g the statement to be true and made in fairness, felt compelled
the order, which he did; but subsequently hearing that the Fed-
nboat was a dispatch boat with one gun, and sent to Key West
notice to the fleet of the presence of the *Florida* in this harbor,
y rescinded the order, and, I am informed, expressed to the
consul displeasure at his unfair attempt to use the ports of Cuba
nner not consistent, in his opinion, with the just neutrality of
ernment. When the steamer *Blanche*, a blockade runner, under
colors, was burned by a Federal cruiser aground in Spanish
near this [port], all the evidence was carefully taken down and
ed to Madrid and the Spanish minister at Washington, with a
remonstrance against the outrage by the captain-general, and a
man-of-war was sent in search of the Federal cruiser, with
o the commander that if found in this vicinity to bring her to
t or sink her. About the same time Federal agents were placed
he coast of Cuba, with means of communicating with cruisers

shipped on Federal vessels of war in this port, asking my aid in ferreting out the matter, declaring that if true, as he believed, he would imprison and punish every man found to be implicated in such attempt to violate the neutrality which the captain-general intended to observe between the American belligerents.

Confederate merchant vessels are here placed in all respects on a footing with the merchant vessels of the most favored nations, and the disability growing out of our nonrecognition is relieved in every possible manner where laws and regulations are not willfully violated. Arms, munitions of war, clothing, every article required by our Army or people are permitted to be purchased and shipped without restriction, and the refugees, old and young, from our country are treated with a charitable consideration which commands our respect and gratitude; therefore, can we commit an act which I am persuaded would be regarded by the chief authorities at Havana and at Madrid as an abuse of the asylum they have granted to such of our people as have temporarily fled to or visited the island of Cuba—an act which would be prohibited to our enemy and regarded as unfriendly and unjustifiable in us?

I am convinced the President, in view of the foregoing facts—even though Mr. Braine may have represented the result of his interview with him and Mr. Mallory correctly, which I doubt—will approve the course I have taken. The possibility, however, that I may have acted in opposition to the instructions and wishes of the President and Secretary of the Navy is so serious a matter with me that I feel called upon in justification of my course to give more fully my reasons for the opinion that Spain would have had a legal right to complain of the Confederate States, and a just demand for restitution of the property captured, had I permitted Mr. Braine to carry out his plans.

It is an incontestable principle that no act of hostility can be exercised by belligerents within the limits of neutral territory. The jurisdiction of a nation within and to the extent of its own territory is supreme, and limited only by its own consent. The laws of Cuba prohibit, under the penalty of fine and imprisonment, the carrying of arms or concealed weapons without special permit. All the authorities on international law which I have consulted concur in the position that a belligerent has no right to send an armed force through neutral territory without the consent of the neutral sovereign. The number of the force can not alter the principle. It is equally objectionable to send an unarmed force with the view of arming it in a neutral State, either or both of which was proposed by Mr. Braine. Vattel, page 340, says:

> He who desires to march his troops through a neutral country must apply for the sovereign's permission. To enter his territory without his consent is a violation of his rights of sovereignty and supreme dominion, by virtue of which that country is not to be disposed of for any use whatever without his express or tacit permission. Now, a tacit permission for the entrance of a body of troops is not to be presumed, since their entrance may be productive of the most serious consequences.

Again:

> Foreigners can do nothing in a territory against the will of the sovereign. It is unlawful to attack an enemy in a neutral country, or to commit in it any other act of hostility.

Judge Kent is much more clear on the question of the inviolability of neutral territory, and I think fully sustains the position I have taken (see vol. 1, Commentaries, pp. 126, 127):

> But the general inviolability of the neutral character goes further than merely the protection of neutral property. It protects the property of belligerents when within the neutral jurisdiction. It is not lawful to make neutral territory the scene

of hostility, or to attack an enemy while within it; and if the enemy be attacked or any capture made, under neutral protection, the neutral is bound to redress the injury and effect restitution.

* * * * * * *

It is a violation of neutral territory for a belligerent ship to take her station within it in order to carry on hostile expeditions from thence, or to send boats to capture vessels being beyond it. No use of neutral territory for the purposes of war can be permitted. This is the doctrine of the United States. It was declared judicially in England, in the case of the *Twee Gebroeders*, and though it was not understood that the prohibition extended to remote objects and uses, such as procuring provisions and other innocent articles, which the law of nations tolerated, yet it was explicitly declared that no proximate acts of war were in any manner to be allowed to originate on neutral ground; and for a ship to station herself within the neutral line and send out her boats on hostile enterprises was an act of hostility much too immediate to be permitted. No act of hostility is to be commenced on neutral ground. No measure is to be taken that will lead to immediate violence. The neutral is to carry himself with perfect equality between both belligerents, giving neither the one nor the other any advantage.

I have also the honor to call your attention to Laurence's Wheaton, pages 713 to 727, inclusive, as bearing on the question. To entitle a neutral to the benefit of the principle I have laid down and attempted to establish by recognized authorities she must be enabled to show that during the contest between the belligerents she has borne herself with a strict impartiality, granting to neither what she denies to the other, nor granting to both what is not usual and can only be available to one.

Even if adjudged to be right and advisable, the feasibility of the enterprise as proposed is more than doubtful. Since the affair of the *Chesapeake* Yankee vigilance here has been redoubled. No passenger is permitted to embark on a Federal merchant steamer from Havana without a Spanish passport and the *visé* of the Federal consul. To obtain this *visé*, in the case of an American, whether Federal or Confederate, the oath of allegiance to the Federal Government is required; and the number of strangers with whom it is proposed to make the capture presenting themselves on board as passengers would at once excite the suspicion of the officers of the ship and lead to detection and consequent exposure. From New York these objections do not hold good, and during the present political excitement I am advised nothing would be more easy than for a party of Confederates to embark from that city for New Orleans, selecting the most suitable and useful ship to us, which they could capture and take into Wilmington or Charleston with a valuable cargo.

I must apologize for the length of this dispatch and for the seeming bad taste in referring you to authorities, but my anxiety to show that the act proposed by Mr. Braine, if premeditated by the Government, would interrupt the friendly feeling existing between the authorities and people in Cuba and those of the Confederate States, and, as I believe, the commerce between the two countries, so important to be preserved, has led me perhaps beyond the rule of etiquette.

Since writing the above, Acting Master Hogg, ordered on special service, also presented himself to me, proposing to engage in the same enterprise, but desisted without remonstrance on hearing my objection.

I must beg you to lay this communication before his Excellency the President and the honorable the Secretary of the Navy, with an assurance to them that I do not feel that I have acted in opposition to the wishes of either.

I have the honor to be, with profound respect, your obedient servant,

CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosures.]

A.

CONFEDERATE STATES OF AMERICA, NAVY DEPARTMENT,
Richmond, May 26, 1864.

SIR: Herewith you will receive an appointment of acting master in the Navy, and will proceed to Wilmington, and there make the necessary arrangements to capture upon the high seas the Federal steamer *Roanoke*, or the steamers *Morning* [*Star*] or *Evening Star*, all of which vessels are on a line running between New York and Havana.

In case you succeed in capturing either of the above steamers you will bring her and the prisoners of war into a Confederate port.

The strictest regard for the rights of neutrals and neutral property must be observed, and discipline and subordination preserved among officers and men under your command as a measure of security and success.

You are authorized to appoint three acting master's mates and three acting third assistant engineers, reporting their names to the Department as early as practicable; and you will also report your operations under this order.

I am respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Acting Master JOHN C. BRAINE, C. S. Navy,
Richmond, Va.

B.

HAVANA, [*August*] *12, 1864.*

SIR: I have received certain orders from the Secretary of the Navy of the Confederate States (a copy of which orders I herewith send), but it will be utterly impossible for me to execute them unless I am provided with a sufficient amount of funds. I will need at least $1,500. As agent of the Confederate States, you are the only one that I can, with any propriety, apply to for the said funds, and I therefore respectfully ask you in the name of our Government to lend me your valuable aid in this emergency. On leaving the Confederacy I had provided myself with what I considered an ample amount to carry out my orders; but circumstances over which I had no control, and which I could not possibly foresee, have placed me under the necessity of making the above application to you, and which application I trust will meet with your favorable consideration.

I remain, sir, your obedient servant,

JOHN C. BRAINE,
Acting Master, C. S. Navy.

Mr. C. HELM,
Agent, Confederate States of America.

[C.]

HAVANA, *August 16, 1864.*

SIR: I am in receipt of your letter of the 12th instant, with enclosure.

I have no funds in my hands of the Navy Department, and none of any Department of the Government which I am authorized to use in

the manner you propose, and must therefore decline to lend you the $1,500 you ask for. Had I the funds I should still decline to aid you in embarking with your party from the neutral port of Havana for the purpose of capturing one of the enemy's ships, as such an act would be a violation of the respect due to neutral territory not contemplated by your order, and to which, even though you could procure the funds elsewhere, I should object. I shall of course explain very fully to the Government my reason for preventing an act which I believe would lead to unpleasant complications with the Spanish Government, not desired by the Confederacy, and will assume all responsibility in the matter, by which you will be entirely relieved from blame, even should the President and Secretary of the Navy decide that my judgment and conception of the law is at fault.

I am, very respectfully, your obedient servant,

CH. J. HELM.

JOHN C. BRAINE,
Acting Master, C. S. Navy, Havana.

Letter from the Secretary of State of the Confederate States to the C. S. agent at Havana, approving his conduct in regard to the expedition of Acting Master Braine, C. S. Navy.

DEPARTMENT OF STATE,
Richmond, September 13, 1864.

SIR: I have the honor to acknowledge the receipt of your Nos. 30 and 31, of 17th and 21st ultimo, which reached me yesterday.

I have communicated them to the President, and take pleasure in assuring you of the entire approval of your conduct (as set forth in these two dispatches) by your Government.

We were gratified to perceive by your No. 30 that the instructions addressed to General Preston would not remain unexecuted by reason of his absence, and it is hoped that Captain Ford will not have failed to follow your instructions. It would perhaps have been a good precaution to send him a certified extract from my dispatch, in order to satisfy him that you had not misconstrued the instructions sent to General Preston, but I hope that he will determine to act on your instructions as sent to him, without further delay, as we are not at all desirous of seeming to occupy the position of applicants for the countenance and recognition of the new Government of Mexico. This was very far from our intention when General Preston left Richmond.

In relation to the affair of Braine, you were not at all mistaken in the inference that he was unworthy of credit in his statements to you. He never saw the President, and of course had no such conversation with him as Braine reported to you. He never received $3,000, nor any other sum from Mr. Mallory. If he received $1,000 from Mr. Heyliger it was by deceiving that gentleman, and without any authority from this Government.

The whole case, as I understand from the Secretary of the Navy, is this: This man Braine was at the head of a certain number of men in Wilmington who desired to go out with letters of marque in pursuit of [the] enemy's vessels. He was unable to furnish a vessel, and then proposed to capture one from the enemy. For this purpose he declared that he could organize an expedition to go to New York and there take passage on one of the enemy's steamers running to Havana, and capture her on the high seas, and he desired a temporary commission in

our Navy to show that his expedition was not a piratical one, in the event of his capture. The Secretary acceded to his request, but gave special and stringent instructions that the strictest regard must be had to neutral rights. The attempt of Braine to organize a hostile expedition in the harbor of Havana was a gross outrage, and you very properly prevented its accomplishment. We are the more gratified that you did so by reason of the just and fair neutrality which the Cuban authorities have observed in the several instances cited in your dispatch.

I am, very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

CHAS. J. HELM, Esq.,
Special Agent, Havana.

Report of the C. S. agent at Havana, Cuba, of the capture of the steamer Roanoke and the feeling occasioned thereby at Havana.

HAVANA, *October 20, 1864.*

SIR: I have the honor to acknowledge the receipt of your dispatch of the 13th ultimo, which, to my great gratification, reached me on the 17th instant by the same mail which brought the news of the capture of the steamer *Roanoke.*

Braine's party on arriving here consisted of fourteen men, himself included. They represented to me that they were perfectly destitute, and, with the exception of Braine and one other, agreed to abandon their enterprise and return to the Confederacy. To enable them to do so, on the 23d August I took passage for the twelve men and sent them to Nassau, Braine refusing to pay their board. As these men had no landing permits, and therefore could not obtain passports necessary by law to their departure, I explained to the captain of the port the object of their being here and my reason for sending them back, who immediately granted the permit for them to leave. Braine, under the name of Johnson, remained here, and, it is now reported to me, made several efforts to raise funds by selling his draft on Mr. C. J. McRae, our agent at Paris. In this I presume he failed. No particulars of the capture are known. As the captain of the *Roanoke* is a citizen of North Carolina, with two sons in our Army, with all his sympathies in our favor, it is very generally believed he made an arrangement with Braine, or someone else, before sailing from this port, by which he agreed to surrender the ship. In this opinion I concur, as it is asserted that only seven passengers left in her who were not known to the consignee, and those seven persons, it is alleged, took the oath of allegiance to the Federal Government. I am strengthened in this opinion by a report that the consignee, just at the sailing of the steamer, warned the captain that a rumor was current in the city that his ship would be captured, who replied, "I know all about it, and am prepared." However, I will not go into further speculations, but report all the facts when they are known.

The news of the capture of the *Roanoke* created much excitement in Havana and some feeling against our Government. Your dispatch, however, enabled me to correct the public excitement at once. On the 19th I drove out to the captain-general's quinta and was received with his usual courtesy. He seemed to anticipate the object of my visit. I

took with me my dispatch No. 30 and your reply, and explained to him fully the course I had taken with the full approval of my Government, though I did not read either dispatch to him. He seemed gratified at my explanation of the affair, and said he was fully satisfied. I told him I could make no promises as to the course the Government would take in the matter until informed of all the facts, except that it would be honorable and in strict accordance with the laws of nations touching the rights of neutrals. He said he did not doubt it, and requested me to address him a note on the subject at my leisure, which I promised to do, and took my departure. It is said the passengers of the *Roanoke* were landed at Bermuda.

I am gratified to be enabled to say to you that ere this Captain Ford has acted upon the instructions I had the honor to forward to him, referred to in your No. 6. The enclosed extracts from Captain Ford's three notes to me will place you in possession of all the facts touching the subject of which I am possessed. As the English mail steamer is due here on the 23d, I think it probable General Preston will reach here on that day.

I am, sir, with very great respect, your obedient servant,

CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

Letter from the C. S. agent at Harana, Cuba, to the Secretary of State of the Confederate States, with enclosure, giving the facts of the proposed and subsequent capture of the steamer Roanoke.

HAVANA, *November 29, 1864.*

SIR: I have the honor to enclose you a copy of my note of the 21st instant to his Excellency Captain-General Dulce, on the subject of the capture of the steamer *Roanoke*. This note contains all the additional information on the subject to that heretofore communicated to you of which I am possessed. As the course pursued by our Government in reference to the capture of the *Roanoke* contrasts so favorably with that of our enemy in the recent cowardly, shameful seizure of the *Florida* in the port of Bahia, for prudential motives I shall forward to Mr. Slidell, at Paris, a copy of the whole correspondence on the subject.

On the 14th ultimo General Preston was at Halifax, and writes me that he will await there the arrival of Captains Fearn and Ford, and when joined by them will return to the Confederacy direct from that place. I am informed Captain Fearn was in London on the 1st instant. Captain Ford is expected to arrive here from Mexico on the 5th of December. I have heard nothing from him to communicate since my dispatch No. 32, 20th ultimo. I enclosed General Preston, at St. Thomas, a copy of all correspondence on Mexican affairs which has taken place between the Department of State, Captain Ford, and myself in his absence, but as he did not go to St. Thomas, as he at one time intended, these copies were not received by him at the date of his last note, but have since been forwarded to him at Halifax by my agent at St. Thomas.

I have the honor to be, with profound respect, your obedient servant,

CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

[Enclosure.]

HAVANA, *November 21, 1864.*

SIR: I have now the honor to lay before you the facts, as far as they have come to my knowledge, of the proposed and subsequent capture of the Federal merchant steamer *Roanoke*, in writing, as I did in person on the 19th ultimo, and regret to say the delay has not resulted in furnishing me with any important additional facts to those presented to you on the occasion of my last visit.

About the 15th day of August last John C. Braine, holding a temporary commission as acting master in the C. S. Navy, called on me and represented that he had with him thirteen Confederates and proposed to recruit here ten additional men, and embark with his whole party on board the Federal steamer *Roanoke* and capture her after leaving Spanish waters; that necessary to the success of his enterprise he must obtain from me as the agent of the Confederate States funds in sufficient amount to defray expenses, arm his party, and pay their passage to New York. I at once objected to his plan, and informed him that any attempt of the kind would be regarded by the authorities in Richmond, as well as in Havana and at Madrid, as an unjustifiable interference with the neutrality of Spain. He replied that he had authority from Richmond, and would make the attempt at all hazards. I read his orders, which contained no such authority, but bound him to the strictest observance of neutral rights. I then told him I would assume the responsibility of defeating his unlawful enterprise, which I did by sending for his people, twelve of whom, after hearing my objections, agreed to abandon Braine and return to the Confederate States. I then saw Brigadier-General Perry, captain of the port, and informed him of the presence here and object of these people, and obtained from him permits for the twelve men to embark, which they did on the 23d day of August, on the British schooner *Wild Pigeon*, for Nassau. Braine and his one friend remained here, whose presence the captain of the port did not deem at all dangerous. Though I saw Braine several times in the streets, he never approached me afterwards.

On the 17th day of August, under the impression that Braine's attempt to violate the neutrality of Spain had been defeated by me, I addressed a communication to the Hon. J. P. Benjamin, Secretary of State for the Confederate States, at Richmond, in which I reported very fully all the facts connected with Braine's visit to Cuba, his object and intentions, and my agency in breaking up his party, and on the 17th ultimo received Mr. Benjamin's reply, in which he assured me of the entire approval by the President of my conduct, and concluded by saying:

> The attempt of Braine to organize a hostile expedition in the harbor of Havana was a gross outrage, and you very properly prevented its accomplishment. We are the more gratified that you did so by reason of the just and fair neutrality which the Cuban authorities have observed in the several instances cited in your dispatch.

The manner of the subsequent capture of the *Roanoke* is still a matter of speculation. That it was done without authority from the Government of the Confederate States, or the knowledge or complicity of any authorized agent or official of that Government, your excellency may be assured, and from the foregoing it is clear the responsibility rests only with the individuals engaged in the unlawful capture.

The reported facts, that Braine's second party, organized here, consisted of only eight or ten men; that the crew of the *Roanoke* numbered some sixty persons; that the captain had been warned that an attempt would be made to capture his steamer; that Braine, though an Englishman by birth, was recently a resident of the same State as the captain of the

Roanoke (North Carolina), and that the *Roanoke* stopped after leaving the harbor of Havana, contrary to your regulations, to take Braine on board, leads irresistibly to the conclusion that the Federals controlling the steamer *Roanoke* are in some measure responsible for her capture.

I am, with profound respect, your excellency's most obedient servant,

CH. J. HELM.

His Excellency the Captain-General DON DOMINGO DULCE,
Superior Governor of Cuba, etc.

British correspondence relative to the capture of the steamer Roanoke.

Letter from the lieutenant-governor of Bermuda to the British colonial secretary, relative to the capture and destruction of the steamer Roanoke, and transmitting the report of the attorney-general of Bermuda of the action taken by that Government.

[Extract.]

BERMUDA, *October 28, 1864.*

About the 6th instant rumors were in circulation of an American ship of war, then said to belong to the United States, hovering about our coasts. On that day the consul for the United States of America informed me that the ship said to be in the offing belonged to the Confederate States; that there was an intention to coal and man her by stealth from Bermuda, and that an enlistment for a warlike purpose had taken place in these islands.

This information was unsupported by such testimony as would have warranted the interference of the Executive Government, and was, moreover, vague and obscure. So many rumors, however, of clandestine proceedings seemed at any rate to call for vigilance, and I accordingly notified the police magistrate and revenue officer at St. George that I had reason to suspect that a breach of the foreign enlistment act had taken place, or was intended. I desired the former officer to enjoin on the police the utmost vigilance to prevent a breach of the law, and the latter to take measures for preventing any steamer from leaving St. George Harbor on the night between the 6th and 7th without being searched. I also warned a military party to be in readiness to support the civil power if necessary.

I continued in correspondence with the U. S. consul and with the police magistrate and revenue officer up to the 8th instant, but received no evidence sufficient to justify the application of the power of the law.

At midnight between the 8th and 9th instant I was informed by express of the brigantine *Mathilde* having returned to the port of St. George forcibly laden with the crew, passengers, baggage, etc., of the U. S. mail steamer *Roanoke*, which had been captured at sea by persons who had gone on board her as passengers, but who afterwards turned out to be in the service of the Confederate States. The story as it first reached me was unsupported by legal proof, but early on the morning of the 9th the U. S. consul arrived at Government house bearing a protest made before a notary by the chief mate and the purser of the U. S. [mail] steamer *Roanoke* against the seizure of that ship by one Braine and others on the high seas.

While the consul was with me I was informed by telegram that the *Roanoke* had been set on fire, and that her officers and crew had landed.

Immediately after dismissing the U. S. consul I consulted the attorney-general. I then decided to go forthwith to St. George, accompanied by that officer.

While on my way thither I was informed by express that certain persons who had landed from the burning ship had been taken into custody by the police on suspicion and in obedience to my general instructions of the 6th instant; also that a quantity of cigars had been seized.

About midday of the 9th I arrived at St. George, accompanied by the attorney-general. This brings the account down to the term at which the attorney-general's report takes it up.

It remains to be told in connection with the proceedings that on the 12th instant the U. S. consul addressed to me a letter complaining that he had, on the 10th instant, made a request to the police magistrate that the persons implicated in the above affair should be arrested and dealt with in accordance with the tenth section of the treaty made August 9, 1842, between her Majesty's Government and the Government of the United States of America, and that he has enclosed an affidavit setting forth his belief in a charge of piracy against them, but that he was not aware that any action had been taken in the matter, and that the parties were still at large. In reply I informed the consul that having referred his letter and also an explanatory one from the police magistrate to the attorney-general, I was advised that the course pursued by him was not such as would warrant me in taking a proceeding under the treaty referred to. I also informed him of the investigation which had taken place, the effect of which had been to show that even if he had in every respect complied with the requisites to an effectual application, and if I had, after the recent decision in England on a similar question, felt justified in issuing my warrant to the magistrates the result must have been, after perhaps a more protracted enquiry, the liberation of the persons charged by him with piracy.

Another fact of which you should be made aware is that before I proceeded with the attorney-general to St. George on the 9th instant, as above stated, I wrote to the senior naval officer requesting him if possible to send a steamer of war to St. George. I did this under the impression that it might be desirable to prevent the escape of persons implicated in an illegal transaction, or whose evidence would be essential. No steamer came thither until evening, but in the evening H. B. M. S. *Steady* came into Bermuda, and on her arrival at the dockyard was immediately sent back to St. George and remained in Murray's anchorage all night. No detention of any ship or person took place. She did not proceed to her destination (Halifax) until the senior naval officer had ascertained from me that I no longer saw reason to detain her.

Considering that the capture of the *Roanoke* may form the subject of communication from the American Secretary of State to Lord Lyons, I have thought it right to furnish his lordship with a correct account of the transaction and with copies of some correspondence which passed between the consul for the United States of America and myself.

[W. G. HAMLEY,
Lieutenant-Governor.]

[Enclosure—Extract.]

Report of the attorney-general.

HAMILTON, BERMUDA, *October 24, 1864.*

I have the honor to report to your excellency the proceedings connected with the case of the *Roanoke* from the time when it came officially into my hands.

On Sunday the 9th instant your excellency judged it expedient to go to St. George in order that you might obtain prompt and accurate information on the spot about a case not only involving many novel and

complicated questions, but assuming every hour some new feature of difficulty, and at your excellency's suggestion I accompanied you.

On arriving we found that the police had in custody 22 men, 13 of whom had been arrested during the preceding night on landing from the *Roanoke*, then in the offing, and 9 others on Sunday morning as they were coming on shore from the same vessel, which was then seen to be on fire.

It became necessary to determine at once what was to be done with the prisoners, and not being prepared at the moment to take the important step of advising their immediate release, I requested Mr. Hyland, the police magistrate and justice of the peace, to detain them on a charge of piracy until a hearing could take place.

The next day (Monday) I again went to St. George, and the prisoners were brought before Mr. Hyland and another justice of the peace, and though they made at once an objection to the jurisdiction through their counsel, relying on their public character as commissioned officers of the Confederate States, the case was proceeded with so far as to obtain an outline of the capture from the chief officer and purser of the *Roanoke*, and of the rest of the prisoners from the chief police constable.

The circumstances appeared to be as follows:

The U. S. mail steamer *Roanoke*, with a crew of 50 men, all told, about 35 passengers, mails, and small cargo, left The Havannah for New York at 5 p. m. on the 29th September, 1864. She had been out five hours and was about 12 miles from the coast of Cuba when, it being the chief officer's watch on deck, 2 or 3 passengers quitted a group near the pilot house, went up to the chief officer and presented revolvers, demanded his surrender to the Confederate States, and threatened to shoot him if he resisted.

He surrendered, was put in irons and conveyed into the saloon, and in about fifteen or twenty minutes all the other ship's officers having in a similar manner been surprised in their berths, were brought handcuffed into the saloon.

No resistance was offered, and no attempt was made to recapture the vessel. The ship's officers were paroled and their irons were removed every day and replaced every night on all except the captain and purser.

The original crew continued under persuasion or compulsion to work the vessel under Mr. Braine, the leader of the capturing party.

Braine himself, Mr. Little, and Mr. Parr were the chief captors, and they had gone on board as passengers while the *Roanoke* was underway in the harbor at The Havannah, only one of them (Mr. Braine) being furnished with the ticket required from passengers by the regulations, to obtain which a passport is necessary.

They were received on board by the purser, to whom Braine handed his ticket, and who deposed that Braine had been a school fellow of his some eighteen years ago in Brooklyn; that from that time until he came on board he had never seen Braine, and that he recognized his features on seeing him again.

The only person on board the *Roanoke* who showed any disposition to resist seems to have been the carpenter, and he was shot down and thrown overboard.

Immediately after the capture Mr. Braine made for Bermuda with his prize, and arrived off the islands on the afternoon of the 4th instant, took a pilot, and after dark that evening came to anchor in Five Fathom Hole.

Braine then went ashore to St. George, but returning to the *Roanoke* before daylight, got underway, and proceeding to sea, hove to out of sight from the land all that *day*.

At daylight on Thursday the *Roanoke* again ran out to sea, and she hovered round the islands all that day, but stood in toward the land at night. She then fell in with a brig called the *Village Girl*, from which she received provisions and about twenty or thirty men, who had been engaged at St. George a day or two previously for service on board a Confederate vessel. The thirteen men first arrested by the police were of this party.

During the next day (Friday, the 7th) the *Roanoke* hovered round these islands in company with the *Village Girl* and endeavored to take coal on board by means of the steamer's boats. She received 10 or 15 tons.

At night she again ran in toward land, and by a preconcerted signal fell in with the Danish brigantine *Mathilde*, Pieper master, which had just left St. George, ostensibly for Halifax, and to her were transferred the passengers, officers, and crew of the *Roanoke*, with their baggage.

The *Mathilde* came to anchor in Five Fathom Hole and sent these people ashore, and then proceeded to Halifax, having on board, it is supposed, the specie captured in the *Roanoke*, amounting to some $20,000.

The agent or consignee of this vessel (the *Mathilde*) who also was the charterer for the voyage to Halifax, was the Mr. Johnson above mentioned as being one of the persons who visited the *Roanoke* in company with Major or Mr. Black. Johnson went from this [place] to Halifax in the *Mathilde*.

On Saturday the captors resolved to burn their prize, and that night they sent ashore the men who had been engaged at St. George to work her, and on Sunday morning they set fire to the ship, and abandoning her, landed at St. George.

Their reasons for this are said to have been the impossibility of getting on board at sea sufficient coal to run her into Wilmington, and the intelligence they received here of the increased severity of the blockade.

This brings us down to the time of their arrest. The men who landed during Saturday night were known to have been engaged at St. George for service, and those who came on shore on Sunday morning were in general heavily armed, one man having three 6-barreled revolvers concealed about him, another carrying two similar weapons, and the rest one each.

Some of these firearms were loaded and capped, but those carried by Mr. Braine's own party had by his orders been discharged before they reached the shore.

All the people belonging to the *Roanoke*, except the carpenter, appeared to have been well treated by their captors.

The cigars, which formed the chief part of the cargo, were brought on shore in large quantities by the men who landed, and not being duly entered, were seized by the revenue officers, some in the possession of Braine and his companions, others concealed on board a blockade-running steamer in harbor consigned to Mr. Black, and others again in obscure nooks and cellars, and in empty tents in and about St. George.

The proceedings before the magistrates lasted three days. On the second and third of these days I was represented, with your excellency's sanction, by Mr. Richard Darrell, a barrister here, it being impossible for me to attend personally and the solicitor-general having been retained for the prisoners.

On the third day of the enquiry the warrant or commission and the instructions on which Mr. Braine and his comrades relied as giving to their capture a warlike in lieu of a piratical character were satisfactorily proved to be genuine, and all the prisoners were thereupon at *once discharged.*

Before leaving the court Mr. Braine expressed to Mr. Darrell his gratification at the respect which he had shown to the commission which he (Mr. Braine) carried.

It is sufficiently plain that, under these circumstances, the charge of piracy could not be sustained, but it seems to be equally clear that a systematic violation of the foreign-enlistment act has been carried on in these islands, though as yet I have not obtained sufficient legal testimony to support the charge.

Independently, however, of any breach of the letter of that act which may or may not be brought home to any individual, there are points in and connected with this enterprise to which your excellency will no doubt think it right to call the special attention of her Majesty's Government.

Mr. Braine's warrant as acting master in the U. S. Navy and his orders to capture the *Roanoke* were dated at Richmond, where he seems to have been then, the 26th May, 1864. Very soon after he was in Bermuda, and there is strong reason to believe that it was here that he organized the plan which was consummated on the 29th September.

The capture having been effected, it was to Bermuda that he repaired with his prize, and here he communicated personally with people on shore on the night of the 4th October, and for three succeeding days and nights he hovered on our coasts, sometimes, under cover of darkness, availing himself of our anchorages, and receiving provisions and men from these islands by means of the *Village Girl*.

It was to our shores he sent his prisoners, and when from adverse circumstances compelled to abandon his prize, it was here that he and his companions in arms sought an asylum for themselves and a depository or hiding place for their booty.

Lastly, if rumor may be credited, on being discharged from custody they celebrated their escape with wine and noisy conviviality, openly boasting to their guests that very soon their exploit would be repeated.

[S. BROWNLOW GRAY,
Attorney-General.]

[Lieutenant-Governor HAMLEY.]

Letter from the British colonial secretary to the lieutenant-governor of Bermuda, approving his action in the case of the steamer Roanoke.

DOWNING STREET, *January 16, 1865.*

SIR: I have to acknowledge your dispatch of the 28th October, relating to the arrest and release of Captain Braine and other persons concerned in the capture of the U. S. vessel *Roanoke*.

I am of opinion that (subject to the question which appears to have existed as to the magistrate's jurisdiction) Captain Braine and the men under his orders were properly arrested upon the charge of piracy, but I also think that the attorney-general properly withdrew the charge upon the production of the commission to Captain Braine from the Confederate Government, as I am advised that these persons could not have been delivered up under the extradition treaty to the consul of the United States, even if his application had been made in proper form.

You appear to be fully alive to the necessity of enforcing the provisions of the foreign-enlistment act, and it is therefore unnecessary for me to observe on the evasions and infringements of that act which, in spite of the efforts of your Government, appear to be practiced in Bermuda.

The circumstances of this case require that I should again impress upon you the duty of enforcing stringently her Majesty's orders against the entrance of prizes taken by either belligerent within the territorial waters of her Majesty.

I have, etc.,

EDWARD CARDWELL.

Lieutenant-Governor W. G. HAMLEY.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the cruise of that vessel from August 30 to September 30, 1864.

U. S. S. WACHUSETT,
Bahia, Brazil, September 30, 1864.

SIR: I have the honor to report the movements of this vessel since the 30th day of August last, the day on which was received your order of the 23d day of July last.

On the 30th day of August we sailed from here; on the 2d of September arrived at Pernambuco, and left there on the 3d.

Arrived at and sailed from the Rocas, latitude 3° 51′ S., longitude 33° 49′ W., on the 5th; arrived at and sailed from Fernando de Noronha on the 7th; arrived at and sailed again from the Rocas on the 8th; arrived at and sailed from St. Paul, latitude 56′ N., longitude 29° 21′ W., on the 11th.

Arrived again at the island of Fernando de Noronha on the 14th. On 15th communicated with two Russian men-of-war, bound to Cronstadt. On the 16th sailed from Fernando de Noronha. On the 22d arrived at and sailed from Pernambuco, and arrived here on the 26th, all well, without hearing anything of the *Florida* or her tender during our absence.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

[Telegram.]

NAVY DEPARTMENT, *October 1, 1864—2:20 p. m.*

Proceed without delay with the *Iosco* to Boston.

GIDEON WELLES,
Secretary of Navy.

Commander A. J. DRAKE,
Comdg. U. S. S. Iosco, care of U. S. Consul, Pictou, Nova Scotia.

[Telegram.]

NAVY DEPARTMENT, *October 2, 1864—12:10 p. m.*

Fill up with coal. If you can carry enough to take you to Hampton Roads proceed there direct with all dispatch. If not, touch at Boston to replenish.

GIDEON WELLES,
Secretary of Navy.

Commander A. J. DRAKE,
Commanding U. S. S. Iosco, Ship Harbor, Nova Scotia.

Report of Commodore Lardner, U. S. Navy, of having hauled down his flag as rear-admiral commanding the West India Squadron at Hampton Roads.

FLAGSHIP POWHATAN,
Hampton Roads, October 3, 1864.

SIR: I have the honor to acknowledge the receipt, on the 28th of September, of your order of the 12th, and in obedience to it, there being "no rebel cruisers within the limits of my command," proceeded to Hampton Roads, and now report my arrival and that I have hauled down the flag of rear-admiral commanding the West India Squadron.

With the exception of the *Florida*, a few days at the island of Martinique in May last, there has been no rebel cruiser in the West Indies for the last sixteen months.

I report my residence, until further orders, No. 2016 Delancy street, Philadelphia.

I am, very respectfully, your obedient servant,

J. L. LARDNER,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding the C. S. S. Rappahannock.

U. S. S. SACRAMENTO,
Boulogne, France, October 3, 1864.

SIR: I have the honor to report that the *Sacramento* is cruising in the Strait of Dover (since the 12th ultimo), watching the movements of the rebel cruiser *Rappahannock* in the port of Calais, France. She has her officers and a crew of 40 men on board, but without an armament (as I am informed), and as she is now the only rebel vessel on this coast I have alternately anchored in the Roads of Dover, the Downs, Margate, Calais, and Boulogne, as the weather will permit and without infringing upon their prescribed orders of neutrality, Flushing being the only near harbor where we can conveniently replenish our coal, provisions, and stores.

Very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, regarding convoy duty.

U. S. S. GLAUCUS,
Off New York, October 3, 1864.

SIR: I respectfully report the sailing of this ship in company with the California mail steamer *North Star*.

Respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Drake, U. S. Navy, commanding U. S. S. Iosco, of the assistance rendered by that vessel to American bark Lillias.

U. S. S. Iosco,
Ship Harbor, Nova Scotia, October 3, 1864.

SIR: I have the honor to acknowledge the receipt of your telegram dated October 1, which reached me this morning, ordering me to proceed without delay to Boston with this ship.

I have the honor to inform the Department that yesterday morning at daylight I discovered the bark *Lillias*, of New York, from Pictou, bound to Boston with coal, wrecked on Cape Jack, Nova Scotia. I immediately went to her assistance, and was employed all day in saving sails, rigging, provisions, etc., most of which I now have on board, and shall discharge it at Plaster [Gypsum] Cove to-day, and to-morrow morning, in obedience to your orders, I will leave for Boston.

Very respectfully, your obedient servant,

A. J. DRAKE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commodore Pearson, U. S. Navy, appointed to command the Pacific Squadron.

NAVY DEPARTMENT, *October 4, 1864.*

SIR: You have been selected by the Department to relieve Acting Rear-Admiral Charles H. Bell of the command of the Pacific Squadron, and will, as soon as your necessary preparations are completed, proceed by the California steamer to Panama. Should you not find Acting Rear-Admiral Bell at Panama, you can pursue the most advisable steps for falling in with him, governing yourself by the information you may obtain of his movements. As he has been advised that he is to be relieved, it is not at all unlikely he will be at Panama at an early day. On taking command you will hoist the flag of an acting rear-admiral and will be regarded as such.

The vessels at present comprising the squadron are the steamers *Lancaster*, Commander H. K. Davenport; *Saranac*, Commodore C. H. Poor; *Wateree*, Commander F. K. Murray; *Narragansett*, Commander S. E. Woodworth, and *Saginaw*, Commander William E. Hopkins; the sloops of war *St. Mary's*, Captain Edward Middleton, and *Cyane*, Lieutenant-Commander R. L. Law. The storeships *Farrallones*, at Acapulco, and *Fredonia*, at Callao, are also a part of the command.

Orders have recently been sent out for the *Narragansett* to proceed to New York, where new boilers for her are ready, and if she shall not have sailed on your taking command of the squadron you will direct her to do so without delay.

The Department will endeavor to increase the squadron as soon as the present emergency will allow, and expects to dispatch to the Pacific at an early day one of the new double-end iron steamers.

It is scarcely necessary for the Department to give you specific or detailed instructions for your guidance. It relies upon your experience in the service and your judgment to conduct properly the duties of your command. Your aim and object will be, in a few words, to protect as far as the means in your command will permit our countrymen residing

abroad, to preserve our commerce in the Pacific from the depredations of piratical cruisers, to maintain the honor and discipline of the Navy, and to advance by all proper means the interests of your Government.

The large number of our citizens and the vast amount of treasure crossing the Isthmus of Darien render it necessary that one of the vessels of the squadron should be always kept in the Bay of Panama to give aid and protection if at any time required.

Attempts have at times been made by the Government of New Granada to collect a tax, known as the tonnage tax, from our citizens engaged in commercial pursuits on the Isthmus. We have never admitted the right of that Government to levy such a tax, and have always resisted its collection. Our citizens engaged in commercial pursuits on the Isthmus have been guaranteed certain rights by the Government of New Granada, and you will always be prompt to use all justifiable measures in preventing an abridgment of them. That you may be better informed on this important subject, I transmit herewith an extract from the instructions given by the Department to Commodore William Mervine, January 2, 1857, and a copy of a dispatch addressed by the Secretary of State to the U. S. minister to Granada, February 27, 1862, and communicated to this Department.

I send you by mail copies of the printed general orders and circulars of the Department, laws of the last session of Congress, act for the better government of the Navy, uniform regulations and plates, and Harwood's Summary Courts-Martial for your guidance.

Communicate frequently with the Department, and keep it advised of your proceedings and contemplated movements.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore GEO. F. PEARSON,
Appointed to Command Pacific Squadron, Portsmouth, N. H.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, of the arrival of that vessel at Hampton Roads from a cruise in search of blockade runners.

U. S. S. JUNIATA (Second Rate),
Hampton Roads, October 5, 1864.

SIR: I have the honor to report that I returned to this anchorage late last evening, after a cruise in obedience to your telegraphic order dated 22d ultimo. My return was immediately reported by telegraph.

It has not been my good fortune to fall in with any blockade runners, though I have searched diligently for them in every direction indicated by your order. None of the many vessels with which I have communicated could give me information of any suspicious craft.

On the evening of the 24th September, just before sunset, we discovered a bark-rigged steamer, with a white smokestack, wearing English colors. Finding that she paid no attention to a gun which was fired as a notice of my desire to communicate with her, a shell was fired ahead of her, which had the effect of heaving her to. On boarding her she proved to be the English steamer *Montezuma*, from New York, bound to Kingston. So much delay occurred, however, before she hove to that I was on the point of firing at her, as she was rapidly leaving us, and could, I believe, have run away from us easily unless disabled.

On the 26th September I communicated with the U. S. S. *Iuka*, from Key West, bound to Boston, convoying a prize steamer.

I shall prepare for sea again immediately, and in order to do so with the greatest dispatch shall proceed to the coal depot at Craney Island as soon as the tide changes.

I enclose herewith a report of the chief engineer upon the condition of the engines and the repairs necessary for their efficiency. In making such repairs, I beg to assure the Department that every exertion will be made to complete them in the shortest time.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, regarding cotton.

U. S. S. JUNIATA (Second Rate),
Hampton Roads, October 5, 1864.

SIR: One bale of cotton was picked up at sea by this ship during her recent cruise.

I have the honor to request that you will be pleased to inform me what disposition I shall make of it.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Bahia, Brazil, to the president of the province of Bahia, protesting against the admission of the C. S. S. Florida to free pratique in that port.

CONSULATE OF THE UNITED STATES OF AMERICA,
Bahia, October 5, 1864—9 a. m.

SIR: This morning a steamer anchored in this port bearing the flag adopted by those who are involved in the rebellion against the Government of the United States of America, and I am informed that the said vessel is the *Florida*, which is engaged in capturing vessels navigating under the flag of the United States of America, and in destroying them by making bonfires of them and their cargoes.

The vessel in question is not commissioned by any recognized government whatever, and her officers and crew are composed of persons of various nationalities, who are not subject to any international or civilized law, and are consequently not entitled to the privileges and immunities conceded to vessels navigating under the flag of a civilized nation. I therefore protest, in the name of the United States of America, against the admission of this vessel to free practice [pratique], by which she might be enabled to supply herself with coal, provisions, tackle, or utensils of any kind whatever, or receive on board any persons whatever; finally, against any assistance, aid, or protection [which] might be conceded to her in this port, or any other belonging to this province.

I likewise claim that the piratical cruiser which, in combination with the pirate *Alabama*, violated the sovereignty of the Imperial Government of Brazil by capturing and destroying vessels belonging to citizens of the United States of America within the territorial waters of Brazil, near the island of Fernando de Noronha, in April, 1863, be detained, with all her officers and crew, in order to answer for so flagrant a violation of the sovereignty of the Government of Brazil and of the rights of citizens of the United States within the jurisdiction of the Brazilian Government.

I avail, etc.,

THOMAS F. WILSON,
Consul of the United States.

His Excellency ANTONIO JOAQUIM DA SILVA GOMES,
President of the Province of Bahia.

Letter from the President of the province of Bahia, Brazil, to the U. S. consul at Bahia, relative to the granting of free pratique to the C. S. S. Florida in that port.

PALACE OF THE GOVERNMENT OF THE
PROVINCE OF BAHIA,
October 5, 1864.

In a note, dated this day, Mr. Thomas F. Wilson, consul of the United States, claims that the steamer *Florida*, now anchored in this port, shall not be admitted to free pratique, nor obtain permission to provide herself with coal, provisions, supplies, and utensils of any kind whatever, nor receive on board any person whatever. He likewise requests that, as the cruiser, in combination with the *Alabama*, violated the sovereignty of the Imperial Government of Brazil by capturing and destroying vessels belonging to citizens of the United States of America within the territorial waters of the Empire, near the island of Fernando de Noronha, in April, 1863, she may be detained, with all her officers and crew, in order to answer for this flagrant violation of the sovereignty of the Government of Brazil and of the rights of citizens of the United States within the jurisdiction of the Brazilian Government.

In reply to the consul I have to inform him that, as the said vessel belongs to the Confederate States, in whom the Imperial Government recognized the character of belligerents, all the assistance required by humanity may be furnished her, which does in nowise constitute assistance for warlike purposes, as laid down by international law, and does not conflict with that neutrality which this Government studiously seeks to preserve, and has always preserved, in the contest between the States of North America. The undersigned can not, therefore, admit the first portion of the claim of the consul in the general manner in which it was presented, and particularly in relation to those articles considered as contraband of war, in conformity with instructions issued on that subject by the Imperial Government, and according to which the said vessel will only be permitted to remain in this port for the length of time absolutely indispensable.

In regard to the second part of his note, it is my duty to observe to the consul that even if it were fully established that the *Florida* had previously violated neutrality, such a proceeding would scarcely authorize us to refuse her permission to enter the ports of the Empire, and would never warrant us to commit the acts required by the consul,

which would be equivalent to a hostile rupture, without the intervention of the Supreme Government of the State, which is alone competent to authorize such a rupture.

I renew, etc.,

ANTONIO JOAQUIM DA SILVA GOMES.

Mr. THOMAS F. WILSON,
Consul of the United States.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, regarding affairs in Lake Erie.

U. S. S. MICHIGAN,
Off Sandusky, Ohio, October 6, 1864.

SIR: I have the honor to report that on Thursday night, the 4th instant, I was informed by Colonel [B. H.] Hill, military commander of this post, that a quantity of arms and ammunition was in this port awaiting shipment to Indiana to aid the opponents of the Government in resisting the draft. Also that a large number of arms had been sent to Toledo, preparatory to sending them to the same State for the same purpose. I immediately dispatched armed boats to search all the vessels then in the harbor, which was accomplished that night, finding a considerable quantity of powder, but which was properly accounted for afterwards. Early next morning I left, at the request of the military commander, for Toledo, stopping and searching all the vessels I met with on the way, and arriving there on the afternoon of the 5th instant. In the course of the night I communicated with the provost-marshal and collector, and desired them to be on the alert. After overhauling about 128 vessels was unable to find any trace of the truth of the information received from the military authorities here. I left early that morning for Sandusky, overhauling all vessels on my return, and arrived after an absence of twenty-four hours, during which time the military commandant here had taken into service of the War Department a very suitable tug steamer, which he immediately turned over to my command. She is now on a cruise out on Lake Erie, with one of my officers in command, and with orders to capture, if possible, anything contraband of war. I shall use every effort to effect [that] which is so essential, and to cooperate with the military authorities at this point, according to the spirit of your orders to me.

I am, very respectfully, your obedient servant,

J. C. CARTER,
Commander, U. S. Navy.

[Hon. GIDEON WELLES.]

Seizure of the C. S. S. Florida by the U. S. S. Wachusett at Bahia, Brazil, October 7, 1864, and subsequent events growing out of this affair.

[Telegram.]

ST. THOMAS, WEST INDIES,
October 31, 1864, via Boston, November 7, 1864.
(Received at Washington, 1:10 a. m., November 8.)

SIR: I have the honor to report the arrival here of this ship, with the rebel steamer *Florida* in company. The *Florida*, with fifty-eight men and twelve officers, was captured about 3 o'clock on the morning of the

7th of October instant in the Bay of San Salvador, Brazil, by the officers and crew of this vessel, without loss of life. Five of her officers, including her commander, and the remainder of her crew were on shore. The *Florida* had her mizzenmast and main yard carried away and her bulwarks cut down. This vessel sustained no injury. A detailed report will be handed to you by Paymaster W. W. Williams.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander, U. S. Steam Sloop Wachusett.

Hon. GIDEON WELLES.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the seizure by that vessel of C. S. S. Florida, October 7, 1864.

U. S. S. WACHUSETT,
St. Thomas, West Indies, October 31, 1864.

SIR: The following is a detailed report of the capture of the rebel steamer *Florida* in the Bay of San Salvador, Brazil, by the officers and crew of this vessel, without loss of life:

At 3 o'clock on the morning of the 7th day of October instant we slipped our cable and steered for the *Florida*, about five-eighths of a mile distant. An unforeseen circumstance prevented us from striking her as intended. We, however, struck her on the starboard quarter, cutting down her bulwarks and carrying away her mizzenmast and main yard. This ship was not injured.

Immediately upon striking we backed off, believing she would sink from the effects of the blow.

In backing clear we received a few pistol shots from the *Florida*, which were returned with a volley, and, contrary to my orders, two of my broadside guns were fired, when she surrendered.

In the absence of Captain Morris, who was on shore, Lieutenant Thomas K. Porter, formerly of the U. S. Navy, came on board and surrendered the *Florida* with fifty-eight men and twelve officers, making at the same time an oral protest against the capture.

Five of the *Florida's* officers, including her commander and the remainder of her crew, were on shore.

We took a hawser to the *Florida* and towed her to sea.

In contemplating the attack on the *Florida* in the bay I thought it probable the Brazilian authorities would forbear to interfere, as they had done at Fernando de Noronha when the rebel steamer *Alabama* was permitted to take into the anchorage three American ships, and to take coal from the *Cora* [*Louisa*] *Hatch* within musket shot of the fort, and afterwards, within easy range of their guns, to set on fire those unarmed vessels.

I regret, however, to state that they fired three shotted guns at us while we were towing the *Florida* out.

Fortunately, we received no damage. After daylight a Brazilian sloop of war, in tow of a paddle gunboat, was discovered following us. With the aid of sail on both vessels we gradually increased our distance from them.

We had three men slightly wounded; one only of the three is now on the sick report.

I enclose a list of the prisoners. Those who have a star opposite their names were formerly in the U. S. Navy.

This vessel is ready for service. The *Florida* will require repairs of machinery, a new mizzenmast, etc.

The officers and crew manifested the best spirit. They have my thanks for their hearty cooperation, in which I beg to include Thomas F. Wilson, esq., U. S. consul at Bahia, who volunteered for any duty.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

List of prisoners captured by the U. S. S. Wachusett.

OFFICERS.

*First Lieutenant T. K. Porter.
*Chief Engineer W. S. Thompson.
*Acting Master G. D. Bryan.
Acting Master T. T. Hunter.
Assistant Surgeon T. Emory.
*Lieutenant S. G. Stone.
*Passed Assistant Surgeon T. J. Charlton.
First Assistant Engineer William Ahern.
Second Assistant Engineer J. B. Brown.
Captain's Clerk W. D. Hough.
*Master R. S. Floyd.
Acting Midshipman Terry Sinclair.
Civilian, Mr. Dulany, passenger on *Mondamin*, captured by the *Florida*.

CREW.

George Hanson, quarter gunner.
Thomas Kehoe, yeoman.
James Hawthorne, captain of hold.
Henry Norman, coxswain.
George St. Clair, surgeon's steward.
William Lindrose, quartermaster.
George Stenam, second captain of forecastle.
John T. Brown, seaman.
J. T. Barclay, seaman.
Peter Silva, seaman.
James More, seaman.
Charles Armerding, seaman.
Henry Smith, seaman.
Joseph Mottue, seaman.
Antonio Stevanovitch, seaman.
Joseph Bout, seaman.
Edward Viclopusehi, seaman.
Antonio Messina, seaman.
Frederick Gilligan, seaman.
William Wilson, master at arms.
Henry Barry, quartermaster.
Laurence Rabitch, captain's mate.
William Hillan, captain afterguard.
John McDonald, boatswain's mate.
James White, surgeon's steward.
R. Y. Williams, ship's corporal.
Peter Mett, seaman.
Eugene Nemay, seaman.
Antonio Beferte, seaman.
Charles Green, seaman.
Peter Bell, seaman.
Eugene Steptram, seaman.
Peter Beck, seaman.
Thomas George, seaman.
Solferino Patres, ordinary seaman.
Walter Moss, ordinary seaman.
William Beardon, ordinary seaman.
John Mohr, ordinary seaman.
John Cotten, first-class boy.
William Hogan, first-class boy.
Alfred Cuthber, landsman.
Joseph Hunter, landsman.
John Brogan, first-class fireman.
Manod Perris, second-class fireman.
Vincenzio Capitan, second-class fireman.
John Hogan, coal heaver.
William Hill, coal heaver.
James Atherton, coal heaver.
John Russel, seaman.
Eugene Mastrello, ordinary seaman.
Henry Bohn, ordinary seaman.
Emilie Carlos, landsman.
Conrad Velfongir, landsman.
Nicholas Terp, fireman.
George Florier, fireman.
John Kiely, fireman.
Charles P. Johnson, fireman.
John Gomarz, coal heaver.

Supplemental report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett.

U. S. S. WACHUSETT,
Hampton Roads, Va., November 14, 1864.

SIR: The following is a supplement to my report dated October 31, 1864:

1. On the morning of the 7th of October last I directed to be cast adrift one of our whaleboats, just returned from reconnoitering the rebel steamer *Florida*, rather than attract attention of outside persons by the noise of hoisting her.

2. At the time of starting to run into the rebel steamer *Florida*, on the 7th day of October last, I ordered 30 fathoms of our cable to be slipped without a buoy, as I feared the rope of the latter might possibly foul the propeller.

3. Our second cutter swamped alongside the prize steamer *Florida* while we were towing that ship to sea, and was cut adrift to avoid detention in range of the Brazilian guns. As the tide was flood, both the whaleboat and cutter will probably be recovered for the United States upon the payment of salvage. Their probable value was, for the cutter $150, and for the whaleboat $50.

4. Thomas F. Wilson, U. S. consul at Bahia, desired to remain on this ship during the nights of the 5th and 6th October last, in anticipation of a probable conflict at sea with the rebel steamer *Florida*, and was on board at the time of the capture of the latter vessel. As it was not convenient to land him, I brought him to this place.

5. At the island of St. Bartholomew, West Indies, where we called for supplies, every facility was granted us, although we had one case of varioloid on board. I trust the Department may make some official acknowledgment to the governor of that island for his civility to us.

6. Walter Dulany, a citizen of Baltimore, a passenger on the American ship *Mondamin*, and captured by the rebel steamer *Florida* with the former vessel, was found on the *Florida* when we captured her, occupying such a position among the *Florida's* officers, some of whom were former friends and acquaintances, that I would suggest the policy of either holding him as a prisoner or of compelling him to take the oath of allegiance to the United States.

7. The authority to discharge such of our crew as have served out their periods of enlistment is respectfully requested. Some have been on increased pay since June last, consequent upon having been detained beyond the time for which they shipped.

We touched at St. Bartholomew, West Indies, on the 29th of October ultimo, and at St. Thomas on the 30th, where we remained till the 2d instant, sailing on that day, and arrived here on the 11th.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City.

Abstract log of U. S. S. Wachusett, Commander Collins commanding, October 4–7, 1864.

October 4.—At 7:15 p. m. a sail reported coming into the harbor [Bahia]. At 8:15, the steamer before reported having anchored in the mouth of the harbor, and her movements being suspicious, sent a boat in charge of Mr. Barclay to see what she was. At 8:30 he returned and reported that on hailing the stranger the answer was that she was the C. S. S. *Florida*. Got up steam, hove short, hoisted in second launch, and cleared ship for action.

October 7.—At 3 a. m. got underway from our anchorage, and under full head of steam struck the C. S. S. *Florida* abaft the mizzenmast on the starboard side, crushing it in, carrying away mizzenmast and doing other serious damage. Some shots were exchanged with small arms and two shots fired by us from our broadside guns. Upon being called upon to surrender they replied that the commander was on shore and

also a number of their men. The officer then in command, Lieutenant T. Kennedy Porter, surrendered the vessel, and boats were sent to bring off prisoners. Acting Master T. G. Grove succeeded in making fast a hawser to her and slipping her cable. We towed her out to sea, being fired at twice with shell from the forts in the harbor. From 4 to 8 a. m., towing the *Florida* out to sea. Were followed out by a Brazilian sailing corvette and a side-wheel war steamer. At 6:30 Lieutenant-Commander Beardslee was sent to take charge of the *Florida* and Acting Master Grove returned from her. At 8 a. m. Cape San Antonio light bore N. by W. ½ W., distant 13 miles.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, preferring charges against Lieutenant-Commander Beardslee, U. S. Navy, transmitting explanatory letter from the same.

U. S. S. WACHUSETT,
Hampton Roads, Va., November 14, 1864.

SIR: It becomes my disagreeable duty to make the following charges* against Lieutenant-Commander L. A. Beardslee, U. S. Navy:

1. On the night of the 6th and 7th of October last, through Paymaster W. W. Williams, U. S. Navy, I ordered the said Lieutenant-Commander Beardslee to have our anchor cable unshackled, and to have made fast to it a piece of our large hawser, and to have the chain veered out, with the hawser to the bitts, so as to be prepared to slip our cable without noise. The said Lieutenant-Commander Beardslee answered the said Paymaster W. W. Williams that it had already been attended to, or words to that effect, when it had not been done, as ordered, and when the chain was not unshackled. And that the neglect to carry out the order was probably the cause of our not sinking the rebel steamer *Florida* at her anchor, and came near to causing a failure of the attack on that ship. The neglect above stated is alluded to in my detailed report of October 31, 1864, as "an unforeseen circumstance."

2. About 3 o'clock on the morning of the 7th day of October last, after the rebel steamer *Florida* had been struck by this ship in the bay of San Salvador, Brazil, and when we were backing clear of her, the said Lieutenant-Commander Beardslee did give the useless order, "Stand by to repel boarders," thereby creating unnecessary confusion, when there were no boarders to repel.

3. Immediately after the last-named order, or about that time, the said Lieutenant-Commander Beardslee, in violation of my positive instructions "not to fire our large guns unless the *Florida* first fired hers, and not then till we had swung so as to be certain of hitting her," did order the great guns to be fired, when the *Florida* had not fired hers, and when our guns were not bearing on her. In obedience to the order so given two of our broadside guns were needlessly fired in the bay aforesaid.

4. On the night of the 29th of October last the said Lieutenant-Commander Beardslee, being in charge of the prize steamer *Florida*, did, in violation of my orders to keep within sight of this vessel, then near to the island of St. Bartholomew, West Indies, run off to a distance so great that it was impossible to have seen a light on either of the vessels from the other.

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* No action was taken by the Navy Department upon Commander Collins's charges against Lieutenant-Commander Beardslee.—COMPILERS.

5. The said Lieutenant-Commander Beardslee did write and hand to me on or about the 2d day of November instant the enclosed improper letter.

6. The said Lieutenant-Commander Beardslee, in the letter above named, knowingly and falsely did state the number of persons on board this ship at about 160, when there were only 150, including Thomas F. Wilson, U. S. consul at Bahia, Brazil, and excluding the prisoners from the rebel steamer *Florida*.

7. The said Lieutenant-Commander Beardslee did knowingly and falsely state in the letter aforesaid that there were but 33 persons to guard 20 on the *Florida*, when there were 40 men and 5 officers sent from this ship as the prize crew of the *Florida*.

8. On or about the 2d day of November instant the said Lieutenant-Commander Beardslee, being on board this vessel, then at anchor near the island of St. Thomas, West Indies, did say he intended to call for a court of enquiry or court-martial, to enquire into the particulars of the capture of the steamer *Florida*, and that Captain Collins's condition was such that he had to take, or the doctor had to give him, ether to keep him up, or words to the same effect, thereby charging me by implication with cowardice.

I trust the Department will have the whole matter speedily investigated by a court-martial, even if Lieutenant-Commander Beardslee should carry out his oft-expressed intention of resigning.

Regretting to be compelled to this unpleasant course,

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

P. S.—The following are the witnesses to the above charges: Chief Engineer W. H. Rutherford, Surgeon W. M. King, Paymaster W. W. Williams, Acting Master Thomas G. Grove, Ensign E. M. Shepard, Acting Ensign Nicoll Ludlow, Acting Ensign C. J. Barclay, Boatswain John Burrows, Acting Master's Mates R. Rich, John Hetherington, and Charles R. Haskins.

[Enclosure.]

U. S. PRIZE STEAMER FLORIDA,
Off St. Thomas [West Indies], October 31, 1864.

SIR: I am greatly disappointed and mortified to learn from Mr. Barclay that my conduct in command of this vessel has not met with your approbation, and also that you charge me with an offense which would constitute a direct disobedience to your orders.

As regards the general carrying out of the duty, I would state that since the arrival of this vessel at the port of Bahia my undivided attention has been directed, first, toward her capture, and secondly, for her safe-keeping. We have but few men in comparison with the *Wachusett*, who, with about 160 persons, guards about 40 prisoners. We, with 33, guard 20 prisoners on their own ship. We can do it and have done it, but it has required sleepless vigilance. I have not taken off my clothes (except in daytime to bathe) since I assumed charge of this vessel, nor have I been to bed since that time, the 7th of October. I have been constant in my endeavors to put the ship in order and keep her so. I regret very much that I have been unable to escape being found fault with.

The charge that on the night of the 29th October this vessel was run 20 miles to the southward I most positively deny, and shall be prepared to prove to the contrary. Just before sunset I steamed to a position far enough to windward to be safe for the night, and at 6 p. m., or a few minutes after, hove to under topsails, head to the southward and eastward. At this time the *Wachusett's* light was plainly visible, and our distance, by bearings and estimation, was about 5 miles. In this position we remained, changing nothing but the fore-topsail, which I clewed down to prevent forging ahead. Our drift was measured frequently, and was about one-half knot to southward and westward. During the whole time we never lost sight of your light or the island of St. Barts [Bartholomew], and were not over 9 miles from that island at the time you spoke us. Mr. Barclay, myself, the quartermaster, Ebson, who was at the wheel, and several others are ready to testify to this before a court. As this charge is highly injurious to me, I most respectfully request that you will either withdraw it or bring the matter before a court of enquiry, to see if it can be sustained, so soon as we arrive in the United States. I feel very confident that a court bringing out all of the facts connected with the *Florida* since the day she arrived at Bahia will find little to censure in my conduct, unless the capture itself be declared wrong.

I am further informed by Mr. Barclay that on the night of the 29th instant you contemplated throwing a shell at this vessel from your 100-pounder rifle. Should the *Wachusett* at any time begin firing at this United States steamer I should most certainly be led to the belief that the Confederates aboard of the *Wachusett* had captured the vessel and that my duty to my country called upon me to destroy her. I shall most certainly return a shell from the *Wachusett* with both broadsides of this ship, which are in readiness, and if I shall have made a mistake none of us probably will live to rectify it, as I shall sink this ship, if I can not the *Wachusett*. I can not conceive of any circumstances that will prevent our communicating by our signals, and should the rebels unfortunately take the *Wachusett*, it will be my duty to see that they do not get this ship back too.

I regret excessively that any misunderstanding has occurred, for my utmost endeavors have been to fully cooperate with you.

I am, very respectfully, your obedient servant,

L. A. BEARDSLEE,
Lieutenant-Commander, U. S. Navy.

Commander N. COLLINS, U. S. Navy,
Commanding Wachusett.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, transmitting reports giving weight of projectiles carried by the U. S. S. Wachusett and C. S. S. Florida.

U. S. S. WACHUSETT,
Hampton Roads, Va., November 17, 1864.

SIR: I have the honor to enclose sheets numbered 1, 2, and 3, detailing the weight of shot and shell thrown by the batteries and broadsides of this ship and the prize steamer *Florida*.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

[Enclosure No. 1.]

Prize steamer Florida.—Weight of projectiles, 7-inch Blakely rifled gun, pivot.

7-inch solid shot:	Pounds.
No. 1	99.5
No. 2	100
No. 3	100
No. 4	99.5
No. 5	100
No. 6	100
No. 7	99.5
No. 8	100
Total weight	798.5
Average weight of 8 solid projectiles	99.8125

7-inch percussion shell:	Pounds.
No. 1	85
No. 2	83.75
No. 3	84
No. 4	85
No. 5	83
No. 6	84
No. 7	85.5
No. 8	85.5
Total weight	675.75
Average weight of 8 shell projectiles	84.468

Weight of projectiles, 6-inch Blakely rifled gun, broadside battery.

6 inch hollow shot filled with sand:	Pounds.
No. 1	52
No. 2	55
No. 3	53
No. 4	53
No. 5	53
No. 6	53
No. 7	56
No. 8	53
Total weight	428
Average weight of 8 projectiles.	53.5

6-inch percussion shell:	Pounds.
No. 1	52.5
No. 2	51
No. 3	52.5
No. 4	52
No. 5	51.5
No. 6	52.25
No. 7	52
No. 8	52
Total weight	415.75
Average weight of 8 projectiles.	51.968

Respectfully submitted by your obedient servant,

WM. H. RUTHERFORD,
Chief Engineer, U. S. Navy.

Commander N. COLLINS,
Commanding U. S. Steam Sloop Wachusett.

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[Enclosure No. 2.]

Prize steamer Florida.—Weight of metal thrown by her whole battery, solid projectile.

	Pounds.
2 7-inch Blakely pivots, weight of solid projectile 99.8125	199.625
6 6-inch Blakely broadside, rifled, weight of solid projectile 53.5	321
Whole weight of metal thrown	520.625

Whole battery, shell projectile.

	Pounds.
2 7-inch Blakely pivots, weight of shell projectile 84.468	168.936
6 6-inch Blakely broadside, rifled, weight of shell projectile 51.968	311.808
Whole weight of shell projectile thrown	480.744

Broadside battery, solid projectile.

	Pounds.
2 7-inch Blakely rifles, pivot, weight of solid projectile 99.8125	199.625
3 6-inch Blakely broadside, rifled, weight of solid projectile 53.5	160.5
Whole weight of solid projectile thrown	360.125

Broadside battery, shell projectile.

	Pounds.
2 7-inch Blakely rifles, pivot, weight of shell projectile 84.468	168.936
3 6-inch Blakely broadside, rifled, weight of shell projectile 51.968	155.904
Whole weight of broadside battery, shell	324.840

Respectfully submitted by your obedient servant,

WM. H. RUTHERFORD,
Chief Engineer, U. S. Navy.

Commander N. COLLINS,
Commanding U. S. Steam Sloop Wachusett.

[Enclosure No. 3.]

U. S. steam sloop Wachusett.—Weight of metal thrown by her whole battery, solid projectile.

	Pounds.
3 6.4-inch Parrott rifles, weight of solid projectile 96.5	289.5
2 4.2-inch Parrott pivot, weight of solid projectile 30.625	61.250
4 6.25-inch smooth-bore broadside, weight of solid projectile 32	128
Whole weight of solid metal thrown	478.750

Whole battery, shell projectile.

	Pounds.
3 6.4-inch Parrott rifles, weight of shell projectile 100.3	300.9
2 4.2-inch Parrott rifles, weight of shell projectile 28.15	56.30
4 6.25-inch smooth-bore broadside, weight of shell projectile 27	108
Whole weight of shell projectile	465.20

Broadside battery, solid projectile.

	Pounds.
2 6.4-inch Parrott rifles, weight of solid projectile 96.5	193
2 4.2-inch Parrott pivot, weight of solid projectile 30.625	61.250
2 6.25-inch smooth-bore broadside, weight of solid projectile 32	64
Whole weight of broadside solid projectile	318.250

Broadside battery, shell projectile.

	Pounds.
2 6.4-inch Parrott rifles, weight of shell projectile 100.3	200.6
2 4.2-inch Parrott rifles, weight of shell projectile 28.15	56.30
2 6.25-inch smooth-bore broadside, weight of shell projectile 27	54
Whole weight of broadside shell projectile	310.90

Respectfully submitted by your obedient servant,

WM. H. RUTHERFORD,
Chief Engineer, U. S. Navy.

Commander N. COLLINS,
Commanding U. S. Steam Sloop Wachusett.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding suspicious merchant bark seen by that vessel off Bahia, Brazil.

U. S. S. WACHUSETT,
Hampton Roads, Va., November 18, 1864.

SIR: On the afternoon of the 6th day of October last it was reported to me, then in the harbor of Bahia, Brazil, that a suspicious merchant bark was standing off and on the mouth of the bay without showing any colors. On the forenoon of the 7th of October we saw an ordinary looking bark within 6 or 7 miles of the mouth of the harbor without any *colors.*

Having the *Florida* in tow, and desiring to avoid any communication with the Brazilian men-of-war then following us out, I did not overhaul her.

From slight intimations I think it probable the rebels may use Elephant Bay, west coast of Africa, as a place of rendezvous or outfitting.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Request of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, for information regarding escape of portion of the crew of C. S. S. Florida at St. Thomas, West Indies.

NAVY DEPARTMENT, *November 18, 1864.*

SIR: Your letter* of the 16th instant, enclosing a list of prisoners who escaped from the *Wachusett* at St. Thomas, has been received.

Were these prisoners a part of those captured in the *Florida*, and in what manner did they escape? The Department would like the particulars.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron,
Hampton Roads, Va.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding the escape from that vessel of a portion of the crew of prize steamer Florida.

U. S. S. WACHUSETT,
Hampton Roads, November 20, 1864.

SIR: In answer to your order of this date, I give the particulars of the escape of eighteen of the crew of the prize steamer *Florida* from this ship on the 1st day of November instant.

Acting Master Thomas G. Grove, then doing duty as executive of this ship, informed me that several of the prisoners would run if they had an opportunity.

Being crowded with them, having one case of varioloid in one of our waist boats, which I feared would spread, and the weather being very warm, I thought it would be well to be rid of them. I had thought at one time of landing all of the crew of the *Florida* at some northern Brazilian port in preference to bringing them home to be fed by the Government. I therefore informed Mr. Grove that I would be glad if they had an opportunity to escape. He acted on what I said and permitted eighteen of them to escape at 8 o'clock p. m. in the coal barge which brought us the last load of coal. The above prisoners were principally Italians, Spaniards, and Dutchmen.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, U. S. Flagship Malvern.

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*See letter from Collins, p. 266.

Letter from Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, to Commodore Wilkes, U. S. Navy, giving further particulars regarding the seizure by that vessel of the C. S. S. Florida.

U. S. S. WACHUSETT,
Boston, December 1, 1864.

MY DEAR SIR: Your kind and flattering letter of the 25th ultimo was duly received, for which I return my thanks.

In taking the *Florida* in port I felt convinced that I was only doing what you would have done with pleasure, and like winking, had such an opportunity ever presented itself.

I recollect very distinctly that you directed Rodgers, Stevens, and myself to disregard the rocks, sand banks, and small uninhabitable keys in capturing blockade runners, and to take the *Alabama* wherever we found her unless under the guns of a fort strong enough to protect her. Had she been found moored to the trees of Abaco or Grand Bahama, I understood it to be your wish that she be taken. At one time I would have given a great deal to have had you take such responsibility at Bahia. For yourself alone I can inform you that it was my intention to strike her full speed amidships, without firing a shot of any kind or a loud word being spoken, and if we succeeded in sinking her to back off and go quietly to sea. If we failed to sink her to go on board with revolvers, but not to fire till she fired first, to drive her people below, to make fast our hawser, previously made ready, and tow her to sea. The *Florida* fired first; we returned it, and she surrendered. Two of our great guns were fired in violation of my instructions; they hit nothing. We had to tow the *Florida* against a strong tide, with her tiller hard aport and jammed, and had some difficulty in avoiding a shoal on our port hand and the Brazilian commodore's ship on our starboard hand; a merchant bark was also in our way. The night was very dark. We had many difficulties to contend with which I do not believe Senator Sumner could fully understand, although he has criticised my course in strong terms. We thought it probable we might have to take a broadside, end on, in approaching the *Florida*, and to avoid damage to our boilers we placed a large number of bags of coal and the clothes bags and hammocks on the after part of the berth deck. Our people worked all night; we had out boats to reconnoiter, and took all means that I could think of to insure success, and if I have made mistakes I am sure greater men have made greater ones during this war.

It is, however, very gratifying to have the approval of my superiors in the Navy—of men whose knowledge and judgment is worth something.

With respect, truly, yours,

N. COLLINS.

Commodore CHARLES WILKES, U. S. Navy.

Report of Lieutenant-Commander Beardslee, U. S. Navy, requesting instructions regarding disposition of personal effects of Lieutenant Morris, C. S. Navy, late commander C. S. S. Florida.

U. S. S. WACHUSETT,
Charlestown [Boston] Navy Yard, December 4, 1864.

SIR: Upon assuming command of the *Florida* at Bahia, in October last, I found scattered about the cabin the wearing apparel of the rebel captain, Morris. The wardrobe was very valuable, and fearing that some of the things might be pilfered, which would give them an opportunity of casting imputations upon myself or other officers who might

make use of the cabin, I had them carefully packed, taking care to remove all articles or papers that might be deemed contraband. When the rebel prisoners were removed from the *Florida* at St. Thomas, Surgeon Charlton, who had been very kind in attending our sick, including a case of supposed smallpox, requested me to return to Captain Morris's friends at Philadelphia his effects, basing his request upon the ground that Morris had sent home unmolested the effects of Acting Master Turner, U. S. Navy, deceased, which were on board the *Mondamin*. Upon this ground I consented, and told him that with the sanction of my superiors I would do so. The trunks were examined by officers appointed by Rear-Admiral Porter to do so, and were by his order delivered to me. I have them now and am anxious to be rid of them, not being willing to do one bit more for them than to repay their courtesy to Acting Master Turner, and to prevent any suspicion of the things being disturbed while in our possession.

I most respectfully request instructions from the Department as to what disposition I can, with propriety, make of them.

I am, sir, very respectfully, your obedient servant,

L. A. BEARDSLEE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant-Commander Beardslee, U. S. Navy, regarding disposition of personal effects of Lieutenant Morris, C. S. Navy.

NAVY DEPARTMENT, *December 9, 1864.*

SIR: I have received your letter of the 4th instant, in reference to certain personal effects of Commander Morris, late in command of the rebel piratical steamer *Florida*, which you found scattered about the cabin of that vessel and took care of. In consideration of the kindness of Dr. Charlton in attending the sick of the *Wachusett*, and the action of Commander Morris himself in sending home unmolested the effects of the late Acting Master Turner, of the Navy, which were on board the ship *Mondamin*, captured by the *Florida*, the Department consents to the restoration of the effects in question. You will therefore turn them over to the paymaster of the yard, to be held subject to the order of Commander Morris.

Very respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Lieutenant-[Commander] L. A. BEARDSLEE,
U. S. S. Wachusett, Boston.

Statement of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding the attack by that vessel upon C. S. S. Florida in Brazilian waters.

U. S. S. WACHUSETT,
Boston, December 16, 1864.

SIR: From the report of Captain Morris, of the late rebel steamer *Florida*, and from the report of the president of the province of Bahia,

I see it stated that U. S. Consul Thomas F. Wilson made a pledge that there should be no attack on the *Florida* by this vessel in Brazilian waters.

1. If such a promise was made it was not communicated to me.

2. I distinctly informed the said consul, in the presence of officers of this ship, that he was not authorized to say anything for me, either to Captain Morris or the president of Bahia, and that I would not be bound by anything that he said or did, but that I should act at my own discretion.

3. U. S. Minister J. W. Webb stated in the presence of Paymaster W. W. Williams, Chief Engineer William H. Rutherford, Surgeon William M. King, and Acting Ensign Nicoll Ludlow that he had ordered one or more of the commanders of our men-of-war to attack any of the rebel cruisers in any of the ports of Brazil, or to run them down, or words which conveyed the same meaning, and that he (Webb) would make it all right with Brazil.

I am free to confess, however, that nothing that he ever said had the least influence on my actions.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Order of the Secretary of the Navy to Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, requesting statement regarding an alleged violation of Danish regulations.

NAVY DEPARTMENT, *December 16, 1864.*

SIR: A complaint has been preferred on the part of the Danish Government of your misconduct in landing at the island of St. Thomas, in violation of the local regulations, a portion of the crew of the captured steamer *Florida*. You will transmit to the Department a full statement of the circumstances connected with the occurrence referred to.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander N. COLLINS,
Commanding U. S. S. Wachusett, Boston.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding alleged violation of Danish regulations in the release of prisoners at St. Thomas, West Indies.

U. S. S. WACHUSETT,
Charlestown [Boston] Navy Yard, December 25, 1864.

SIR: I have the honor to acklowledge the receipt of your communication of the 16th instant, stating that a complaint has been preferred against me on the part of the Danish Government for landing at the island of St. Thomas, in violation of the local regulations, a portion of the crew of the captured steamer *Florida*, and requiring a full statement of the circumstances connected therewith, which in substance is as follows:

About the 31st day of October last, being at the quarantine anchorage, island of St. Thomas, Acting Master and Executive Officer Thomas G. Grove of this vessel remarked that some of the prisoners of the prize steamer *Florida* would go ashore if an opportunity was offered. I answered that I would be glad if they would go in one of the coal lighters. I did so without reflecting how wrong it was in consequence of having a case of varioloid in one of our waist boats, although it was a mild one, and then nearly well. About 8 o'clock p. m. of the 1st day of November, having finished coaling, and having an empty coal lighter alongside, Mr. Grove released eighteen of the prisoners and permitted them to go in the lighter, which was taken in tow by a shore boat with two or three shoremen. They had scarcely started when the person in charge let go the towline, pulled near to the ship, and reported that the lighter was full of men and that he would not take her on shore. I had not known till then that the men were being sent on shore, although I had expressed myself as above to Mr. Grove. I regretted his action, and ordered two boats, one armed with revolvers, to be lowered and sent with an officer in each to bring the lighter with every person in it alongside again. The distance to the shore being short, the lighter reached it and the prisoners escaped before our boats reached them.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding exchange of Brazilian money.

U. S. S. WACHUSETT,
Boston, December 31, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th instant, requiring my reasons for ordering Paymaster W. W. Williams to exchange English gold for Brazilian paper money, and why it was not disbursed before this vessel left the coast of Brazil, knowing that it could not be paid out for anything like its true value in the United States.

Paymaster Williams having experienced difficulty in making change when paying liberty money to the crew of this ship, advised [me] to procure paper milreis, valued [at] about 55 cents each, in exchange for sovereigns. I authorized him to procure the amount necessary for that purpose, and to pay the stopped rations as a convenience to our men.

It was usual to allow them for liberty money 3, 4, and 5 milreis each, according to their rates and pay.

The arrival of the rebel steamer *Florida* at Bahia on the 4th of October last prevented giving our men the liberty I had intended, and from that day till our departure of the 7th of the same month prevented all communication with the shore that was not absolutely necessary.

After taking the *Florida* out to sea I judged it imprudent, with her in company, to call at Pernambuco or any other Brazilian port to change milreis, or for any other purpose.

I would respectfully suggest the advantage to the Government of sending the milreis to be sold by the U. S. consul at Rio de Janeiro or Pernambuco.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extracts from court-martial of Commander Collins, U. S. Navy.

Charge and specification preferred against Commander Napoleon Collins, U. S. Navy, in general court-martial, in the case of the seizure of C. S. S. Florida in neutral waters.

CHARGE: Violating the territorial jurisdiction of a neutral government.

Specification.—In this, that on or about the seventh day of October, eighteen hundred and sixty-four, the said Commander Napoleon Collins, being then in command of the United States steamer Wachusett, in the Bay of San Salvador, Brazil, and manifestly within a marine league of the shore at the port of Bahia, in said Bay of San Salvador, did unlawfully attack and capture the steamer *Florida* and a portion of her officers and crew within the territorial jurisdiction of the Government of Brazil, then and now a neutral power.

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT,
March 23, 1865.

The judge-advocate then called upon the accused, the said Commander Napoleon Collins, to plead to the charge and specification preferred against him by the honorable Secretary of the Navy, whereupon the accused to the said charge and specification tendered the following plea:

Of the charge, "Guilty."

Of the specification, "Guilty, excepting the single word 'unlawfully.'"

Thereupon the court was cleared for deliberation.

After some moments spent in deliberation the court was opened, the accused being in attendance.

Whereupon the judge-advocate announced that the plea tendered by the accused was received and ordered to be recorded.

The plea tendered by the accused rendering it unnecessary to produce any witnesses for the prosecution, the judge-advocate called upon the accused to adduce such testimony as he might deem material to his defense.

Whereupon the accused responded that he had no testimony to offer, and submitted to the court the following paper:

I respectfully request that it may be entered on the records of the court as my defense that the capture of the *Florida* was for the public good.

N. COLLINS,
Commander.

APRIL 7, 1865.

And the same having been read, the court was cleared for deliberation.

The court thereupon proceeded to the reading of the proceedings heretofore had in this case and to the consideration of the charge and specification preferred by the honorable Secretary of the Navy against the accused, the said Commander Napoleon Collins, and of their finding upon the same.

And after full and mature deliberation in the premises the court doth find the specification of the charge proved.

And the accused having pleaded guilty to the said charge, the court doth sentence the accused, the said Commander Napoleon Collins, of the Navy of the United States, to be dismissed from the Navy of the United States of America.

L. M. GOLDSBOROUGH,
Rear-Admiral, and Senior Member of the Court.
Commodore H. H. BELL.
Captain MELANCTON SMITH.
Captain P. DRAYTON.
Captain THORNTON A. JENKINS.
Captain JAMES ALDEN.
Commander THOM. G. CORBIN.

Attest:

NATHAN. WILSON,
Judge-Advocate.

U. S. STEAMER BALTIMORE,
Washington Navy Yard, April 7, 1865.

Letter from the Secretary of the Navy to Commander Collins, U. S. Navy, disapproving the sentence of court-martial.

NAVY DEPARTMENT, *September 17, 1866.*

SIR: The naval general court-martial before which you were tried at Washington, D. C., April 5, 1865, found you guilty of violating the territorial jurisdiction of a neutral government and sentenced you to be dismissed from the Navy of the United States of America.

The sentence of the court is not approved, and you will await the further orders of the Department.

Very respectfully,

G. WELLES,
Secretary Navy.

Captain N. COLLINS, U. S. Navy,
Burlington, N. J.

Letter from the president of Bahia, Brazil, to the U. S. consul at Bahia, protesting against the seizure of the C. S. S. Florida in violation of neutrality.

[Translation.]

BAHIA, *October 7, 1864.*

SIR: Having reached this presidency the grave attempt committed by the steamer *Wachusett*, of the United States of North America, and which, violating the neutrality of the Empire, treasonably and disrespectfully during the night set at defiance the respect due to the Empire, and in the harbor took prisoner the steamer *Florida*, setting aside the most sacred rights of people and civilized nations that guards between nations belligerent any such acts, having this presidency received the word of honor of the consul, Mr. Wilson, to preserve the neutrality, that in explicit terms promised that the commander of the steamer *Wachusett* should confine himself to his duties and respect the neutrality due to the Empire, and not practice any hostile act in

these territorial waters, the president can not refrain from solemnly protesting against the act referred to, the more so that the consul is therein implicated, seeing that, spite of his formal promise, he has not taken any measure to withdraw from the responsibility of this action; and as this fact and the silence preserved up to this date evidently prove that the president can not confide in his endeavors to preserve the neutrality and sovereignty of the Empire, it is resolved to at once interrupt all official relations with him until further orders from the Government, where this unexpected and deplorable act will be related, and where, in its higher knowledge, final decision will be given. The consul is in the meantime duly informed that orders are given to the respective authorities that in no harbor of the province the steamer *Wachusett* will be allowed entrance, resorting, if necessary, to force for this end. According to the terms of the instructions promulgated on the 23d of June past by the minister for foreign affairs, this, if the steamer obstinately and criminally persists in continuing in this manner to infringe the rights imposed by the dignity of its own flag.

ANTONIO JOACHIM DA SILVA GOMES.

Mr. THOMAS WILSON.

Correspondence relating to the C. S. S. Florida after her arrival at Hampton Roads, Va.

[Telegram.]

HAMPTON ROADS, *November 11, 1864.*
(Received at Washington 5:45 p. m.)

The *Wachusett* and *Florida* have arrived in the Roads.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *November 11, 1864.*

Retain the *Wachusett* and *Florida* until further orders.

GIDEON WELLES,
Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, acknowledging receipt of orders.

U. S. S. WACHUSETT,
Hampton Roads, November 14, 1864.

SIR: I have the honor to acknowledge the receipt of your orders of this date, four in number, as follows:

1. To remove at once all prisoners from the *Florida* to this vessel, and to exercise the utmost vigilance in guarding them.

2. To turn over to the flagship from the *Florida* all of the thermometers, barometers, chronometers, spyglasses, etc., which can be of use to the North Atlantic Squadron.

3. To take on board this ship from the *Florida* the iron safe, supposed to contain valuable papers, which was afterwards verbally changed to take the safe to the *Malvern*.

4. To proceed to Point Lookout, Md., mouth of the Potomac River, and deliver all of our prisoners to the military authorities there, taking receipts from the same.

I am, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

[Telegram.]

NAVY DEPARTMENT, *November 15, 1864.*

Retain at Hampton Roads the prisoners captured in the *Florida* until further orders.

G. V. FOX,
Assistant Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 15, 1864.*

Send the *Wachusett* with all the captured persons to Boston. Take an inventory of things on board the *Florida*. Send chronometers and instruments, papers and safe, by water to Washington. Anchor the *Florida* in a safe place above Newport News. Take dimensions of the vessel and her spars and sails.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 15, 1864.*

How would the *Young Rover* do to carry 250 tons? We can well spare her.

The Secretary to-day ordered the *Florida* to be anchored in a very safe place, clear of the fleet, as it is a season of heavy gales. She ought to be where no expedition of the rebels can reach her and destroy her.

G. V. FOX,
[*Assistant Secretary of the Navy.*]

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads, Va.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, of the transfer to Point Lookout, Md., of prisoners captured on the C. S. S. Florida.

U. S. S. WACHUSETT,
Hampton Roads, Va., November 16, 1864.

SIR: I have the honor to report my return to this place after having yesterday carried out your order to transfer to the military authorities at Point Lookout, Md., the prisoners on this ship taken from the rebel steamer *Florida*. I enclose the receipt of Provost-Marshal Brady for 11 officers, 1 civilian, and 23 of the crew of that vessel.

2. I also enclose a list of 18 of the crew of the *Florida* who escaped, without any regret on my part, at the island of St. Thomas, West Indies, on the night of the 1st of November instant.

3. Charles Peter Johnson, a fireman from the *Florida*, a native of Sweden, voluntarily performed efficient duty in the fire room of that vessel from the date of her capture to the 14th instant. I therefore recommend that he be discharged.

Very respectfully, your obedient servant,

N. COLLINS,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Additional report regarding the prisoners from the C. S. S. Florida.

U. S. S. WACHUSETT,
Hampton Roads, November 17, 1864.

SIR: Your order of yesterday to proceed to Point Lookout, Md., take on board the prisoners from the rebel steamer *Florida*, and return to this place has been executed.

The officers, and two of the crew of the *Florida* as servants, had been sent to Washington.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, U. S. Flagship Malvern.

[Telegram.]

FORTRESS MONROE, *November 17, 1864.*
(Received at Washington 10 a. m.)

The officers of the *Florida*, and two men as servants, were sent to Washington. The crew of the *Florida* are on the *Wachusett*. Shall I send the *Wachusett* to Boston, or await the arrival of the officers here?

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *November 17, 1864.*

Retain the *Wachusett*. The prisoners will be sent down in her.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 18, 1864.*

All letters and papers of every kind on board the *Florida* should be sent to the Department. The Ordnance [Bureau] here would like from the *Florida* one pivot gun, one broadside gun, and the brass howitzer. *Rhode Island* has been ordered to you.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Order of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baker, U. S. Navy, commanding prize steamer Florida.

FLAGSHIP MALVERN,
Hampton Roads, November 19, 1864.

SIR: Proceed to the magazine at Fort Norfolk and land one pivot gun, one broadside gun, and one howitzer.

Respectfully, your obedient servant,

DAVID D. PORTER.

Acting Master JONATHAN BAKER,
Commanding Steamer Florida.

Order of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Lynch, U. S. Navy, commanding U. S. sailing frigate St. Lawrence, regarding the guns of prize steamer Florida.

FLAGSHIP MALVERN,
Hampton Roads, Va., November 19, 1864.

SIR: The Chief of Bureau of Ordnance directs that the guns landed at the magazine from the *Florida* be sent to Washington by the first opportunity.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander D. LYNCH,
Commanding U. S. Ship St. Lawrence, off Norfolk, Va.

[P. S.]—The guns are one pivot, one broadside, and one howitzer.

Order of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Collins, U. S. Navy, commanding U. S. S. Wachusett.

HAMPTON ROADS, *November 20, 1864.*

SIR: You will proceed to Point Lookout, Md., and take on board the officers of the *Florida* mentioned in the enclosed slip, and then proceed immediately to Boston.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander N. COLLINS,
Commanding U. S. S. Wachusett, Hampton Roads.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding injuries sustained by the prize steamer Florida by collision with steam transport Alliance.

NORTH ATLANTIC SQUADRON, U. S. FLAGSHIP MALVERN,
Hampton Roads, November 22, 1864.

ADMIRAL: I have the honor to report that in obedience to your order I examined the damage sustained by the prize steamer *Florida* by being run into by the steam transport *Alliance*, and beg leave to report as follows: The *Alliance* was getting underway about 9. a. m. on the morning of the 19th instant, and came athwart the *Florida's* bow, carrying away the jib boom and figurehead. She then drifted alongside, carrying away the *Florida's* cathead, hammock nettings, a portion of the port main rigging, boat davit, and bumpkin. I beg leave to report the *Florida* leaking about 5 inches an hour, but the officer in charge, Acting Master Baker, had not been on board long enough to know whether there was much of an increase from her former leak.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander and Fleet Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron to Acting Master Baker, U. S. Navy, commanding prize steamer Florida, to proceed with that vessel to Newport News, Va.

[U. S. S.] MALVERN,
Hampton Roads, November 24, [*1864.*]

SIR: Proceed with the *Florida* under your command to Newport News and anchor under the guns of the *Atlanta*, taking care to be sufficiently far from shoals that in the event of dragging you will not go on shore. Call upon the commanding officer of the *Atlanta* for any assistance you may require. Be careful to carry out the instructions accompanying this.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master JONATHAN BAKER,
Commanding Prize Steamer Florida.

Instructions from Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baker, U. S. Navy, commanding prize steamer Florida, for the preservation of the property under his care.

[U. S. S.] MALVERN,
Hampton Roads, Va., November 24, [*1864.*]

SIR: You will at your earliest convenience make out a complete inventory of all articles on board the *Florida*, from truck to keelson, and make such disposition of them as will be for the best advantage in their preservation. This inventory must be complete, and you will send me a copy certified as correct. You will be careful to guard against fire. See that your lights at night are well trimmed and in a conspicuous part of the vessel. Keep sufficient coal on board and have steam

always. As the vessel leaks badly, see that your deck pumps are in good working order in event of anything happening to the steam pumps.

Should the ice get to running freely see that bows are sheathed to prevent injury from it, and take such other precautions as may, in your judgment, be necessary to preserve the property under your charge.

Respectfully, etc., your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Acting Master JONATHAN BAKER, U. S. Navy,
Commanding Prize Steamer Florida.

Further instructions from Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baker, U. S. Navy, commanding prize steamer Florida.

HAMPTON ROADS, *November 25, 1864.*

SIR: Unbend all the sails of the *Florida*, after they are well dried, and store them below in the sail room, if there is one; if not, put them on the berth deck; send down all the light spars.

You will moor the vessel with 50 fathoms on each chain, so as to present an open hawse to the northwestward.

At night always hoist the lights in accordance with General Orders, No. 34 (Navy Department), herewith enclosed.

Keep the ship as dry as circumstances will permit, and don't be wetting decks with your small crew.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master JONATHAN BAKER,
In Charge of Steamer Florida.

[Telegram.]

BOSTON, MASS., *November 26, 1864.*
(Received at Washington 11:15 a. m.)

What shall I do with the prisoners from the *Florida* brought in the *Wachusett?* Please answer.

J. S. KEYES,
U. S. Marshal.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 26, 1864.*

SIR: Send the prisoners from the *Florida*, brought home in the *Wachusett*, to Fort Warren.

GIDEON WELLES,
[*Secretary of the Navy.*]

JOHN S. KEYES, Esq.,
U. S. Marshal, Boston.

Further instructions from Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Master Baker, U. S. Navy, commanding prize steamer Florida.

FLAGSHIP MALVERN,
Hampton Roads, November 26, 1864.

SIR: You will notify me in time when the coal on board the *Florida* gets low, that I may send up more. You should have taken in a sufficient quantity of coal before you left here, which you had ample opportunity of doing.

There must never be less than five days' coal on board, in case of ice accumulating and not being able to send it to you.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master JONATHAN BAKER,
In Charge Captured Steamer Florida.

[Telegram.]

FORTRESS MONROE, *November 28, 1864.*
(Received at Washington 11:10 a. m.)

SIR: I have just received a telegram from the commander of the prize steamer *Florida*, informing me that she had sunk in 9 fathoms water. She had been run into by an army steamer and badly damaged, and has been making a good deal of water since that, but not more than the pumps could clear her of. I have not heard the particulars. Will inform the Department when I receive the written report.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of Acting Master Baker, U. S. Navy, commanding prize steamer Florida, of the sinking of that vessel.

NORTH ATLANTIC SQUADRON, U. S. FLAGSHIP MALVERN,
Hampton Roads, November 28, 1864.

SIR: I have the honor to enclose a report from Acting Master Jonathan Baker, who was placed on board the *Florida* to take care of her. The vessel might have been towed into shoal water, as she was a long time going down, the leak gaining on her steadily. He got the tug alongside instead of getting her ahead with a hawser and slipping the chains, and was afraid the steamer would carry the tug down. I had her anchored under the guns of the *Atlanta* that she might obtain assistance from her in case of necessity, which assistance was promptly given, but after working all night and the steam pump failing nothing could be done. The vessel has been making over 8 inches an hour since she was run into by the army transport, but was kept up by the steam pump as long as it worked. The hand pumps had all been overhauled and were worked constantly without avail.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HAMPTON ROADS, *November 28, 1864.*

SIR: It it with regret that I have to report the sinking of the prize steamer *Florida* at Newport News.

On my taking command on the 18th instant I found her leaking badly, so much so as to keep the steam pumps engaged almost all the time. On the 19th instant the steam transport *Alliance* ran into us, carrying away our head spars and rail, since which time the leak has increased. This morning at 1:30 the engineer in charge reported that he could not keep her clear; that the water was gaining constantly. I called all hands and rigged the deck pumps and commenced bailing, and signalized to the U. S. S. *Atlanta* for assistance. Her commander with two boats came to me, and did all in his power to keep her afloat, but in spite of our efforts the water kept gaining on us, till, finding that our utmost endeavors were unavailing, I gave orders that all the property belonging to the crew should be put into the boats and sent to the *Atlanta.*

At 7:15 I got a tugboat alongside for the purpose of towing her into shoal water, but she was settling so rapidly that I considered it dangerous to make fast, and at 7:30 she went down in 9 fathoms water.

Very respectfully, your obedient servant,

JONATHAN BAKER,
Acting Master, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Woodward, U. S. Navy, commanding U. S. S. Atlanta, regarding the sinking of the prize steamer Florida at Newport News, Va.

U. S. IRONCLAD ATLANTA,
Off Newport News, Va., November 28, 1864.

SIR: I respectfully submit to you a report of the sinking of the prize steamer *Florida*, which reported here on the 25th instant with orders to lie under the guns of this vessel. She was moored, as ordered above (within range of our guns), with the assistance of men from this vessel, lying with open hawse to northwest and 45 fathoms on each chain, in 9 fathoms water, she leaking very badly at the time. At 1 o'clock 28th instant the signal of distress which had been agreed upon (the burning of a blue light) was made on board the *Florida*. I immediately sent an armed boat's crew in charge of Acting Ensign [Henry] Wakefield up to her to ascertain the cause of trouble. Mr. Wakefield soon returned and reported the *Florida* in a sinking condition, fires out, and filling rapidly, and requiring assistance. I sent two boats' crews on board and went on board myself, first giving orders to have steam ready and cables ready for slipping on board the *Atlanta.*

When I got on board the *Florida* I found, as had been reported, the fires out and the water within 18 inches of the berth deck, and rising very rapidly. Captain Baker had been working the main hand pumps, which were the only ones that could be got to work with any effect. The men and officers were then getting their personal effects into the boats, and our men assisted until they were all in the boats alongside, when the pumps were again manned and bailing parties placed at the hatches aft to lend all assistance possible, but with all that it did not appear to have any effect, for the water rose very rapidly. The pumping and

bailing was continued vigorously until the water came over the berth deck, when it was deemed useless to continue it longer, as there was no possible hope of keeping her afloat for any length of time, and, not knowing how soon she might go down, all the boats were ordered to drop off from the vessel and await orders. Captain Baker and myself remained on board until the water was within 3 feet of the spar deck, and, supposing she would soon go down, all the boats were ordered to go alongside the *Atlanta* and put everything on board there which had been taken from the *Florida*. It was then about 5 a. m. I soon after went on shore and telegraphed you that the *Florida* was sinking, and as I started off I saw the tug *Columbus* coming up from Fort Monroe. I pulled alongside and asked the captain if he would take the *Florida* in tow and try to get her into shoal water, provided the chains could be slipped in time. He said he would do so. I then boarded the *Florida* again with Captain Baker, and the tug came up alongside to give out the towrope, but found it was too late, as the water was then flowing over her spar deck and the ship had commenced sinking, at the same time listing to port. I ordered the tug to drop off and I also pulled away clear of her, and had but just time to get away when she went down stern foremost, and now lies with a list to port with tops just even with the water. As soon as she went down I went on shore and sent another telegram to you, informing you of the fact. She went down at 7 a. m. The officers and men which belonged to her are now on board this vessel, with the exception of Captain Baker, who went down to the fort to report to you in person. I could not ascertain the cause of the leak, but the supposition was that one of the pipes leading outboard had burst.

Captain Baker will probably give you a more detailed account of the sad occurrence, but I deemed it my duty to also submit a report of what came under my observation concerning the affair. Considerable rigging and all the spars above the tops can be saved, but I have not taken anything off as yet, as I thought it proper to await orders from you before doing so.

I will keep a light at night on the spars above water as a guide to passing steamers to avoid her.

I am, very respectfully, your obedient servant,

THOS. J. WOODWARD,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Extracts from the court of enquiry on the sinking of the Florida in Hampton Roads, Va.

Order for court of enquiry in the case of the Florida, December 2, 1864.

FLAGSHIP MALVERN,
Hampton Roads, Va., December 2, 1864.

SIR: A court of enquiry is hereby ordered to convene for the purpose of ascertaining what was the cause of the sinking of the steamer *Florida*, late belonging to the rebel Government. The court will consist of yourself, as presiding officer, Captain Charles Steedman, and Captain James Alden, members, and Acting Ensign J. M. Alden will act as judge-advocate.

You will first ascertain if the commanding officer of the *Florida* carried out the orders given to him in relation to the care to be taken of that vessel. Copies of the orders are to be annexed to proceedings.

You will ascertain if a sufficient number of persons were placed on board to guard her and take care of her, and if she was stationed sufficiently near to the *Atlanta* to obtain immediate assistance in case of an attack by the enemy, or in case of her being in danger of sinking from any cause.

You will ascertain what was the probable cause of the sinking of the vessel, if due notice was given to the captain of the *Atlanta*, and if assistance was promptly rendered by that vessel to the *Florida*.

You will make enquiry if there was a tug at hand, and why the cables were not slipped and the *Florida* run into shoal water.

You will ascertain whether any property was saved from the *Florida*, and whether any attempt was made to save it.

You will make enquiries in relation to the condition of machinery and boilers, and whether the steam pumps of the *Florida* were capable of keeping the vessel afloat in the condition she was in at the time she was sent to Newport News.

You will also ascertain if a watch was kept on board at night, whether it was possible for a boat to come alongside in the night and inflict any damage on the hull or machinery, or if any strangers, or persons not connected with the vessel, had been at any time allowed on board.

Finally, you will ascertain, as far as you can, whether the officer in charge of the *Florida* performed his duty properly in taking care of the vessel intrusted to him, and whether everything was done to save her when she began to sink.

It is desirable that the investigation should be brought to a close without delay, as the squadron may sail unexpectedly and the proceedings [be] interrupted. The court will please sit as long as possible, and examine the witnesses while they are to be secured.

They may soon have to go into battle, and an accident to one of them would be likely to throw out important evidence.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore H. K. THATCHER,
Presiding Officer, Court of Enquiry.

Additional instructions from Rear-Admiral Porter, U. S. Navy, commmanding North Atlantic Blockading Squadron, to the president of the court of enquiry in the case of the sinking of the prize steamer Florida.

FLAGSHIP MALVERN,
Hampton Roads, December 2, 1864.

SIR: In addition to the evidence that will be required in the case of the *Florida*, you will ascertain if she was run into by an army transport, whether the collision was accidental or through bad management or done purposely, and whether the *Florida* was injured by the collision and made to leak more than she did previously.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. K. THATCHER,
Presiding Officer, Court of Enquiry.

Finding of the court of enquiry in the case of the sinking of the prize steamer Florida.

Upon a careful review of the evidence presented, the court is of the opinion that the officer in charge of the *Florida* carried out strictly all the orders given him in relation to the care of that vessel, and that a sufficient number of men were on board the ship to take care of her and guard her, and that she was stationed near enough to the *Atlanta* to obtain prompt assistance if required.

In the opinion of the court the *Florida* sunk owing to the giving out of the steam or donkey pump on the night of her sinking, to the neglect of the fireman on watch to call the engineer in time, and to the fact that some of the deck pumps were out of order. The court is satisfied that due notice was given to the commander of the *Atlanta*, and that prompt assistance was rendered by that vessel.

From the evidence it appears that there was no tug at hand on the night of the sinking of the ship till too late to be of any assistance. The cables were not slipped, for the reason that it was a dead calm at the time, and the water gained so rapidly as to put the fires out, which rendered it impossible to use the engines.

Every exertion appears to have been made to save property from the *Florida*, but she filled so rapidly that only a few articles of the little property left on board could be saved.

The condition of her machinery and boilers appears from the testimony to have been good. The donkey pump seems to have worked well up to 10 o'clock of the night of her sinking, and to have answered the purpose of keeping the ship free.

It appears from the evidence that a strict watch was kept on board the *Florida* by armed lookouts stationed forward and aft on the night of her sinking, and that it was impossible that any boat could come alongside the vessel for any evil purpose. It appears further that no civilians were allowed on board at any time after Acting Master Baker took charge of the *Florida*, but that some army officers who visited the ship the day previous to her sinking were the only strangers allowed on board.

In the opinion of the court the officer in charge of the *Florida* performed his duty in taking care of her, and did everything in his power to save her when he found her to be in a sinking condition.

It is proven that the army transport *Alliance*, in getting underway drifted across the bow of the *Florida* and did her some injury, causing increased leakage to the vessel. At this time the wind was high and there was considerable sea running. There is nothing to show that the collision was designed, or that it was anything more than one of the common accidents which occur in a crowded roadstead.

H. K. THATCHER,
Commodore, and Presiding Officer.
J. M. ALDEN,
Acting Ensign and Judge-Advocate.

The court then adjourned *sine die.*

Approved:

DAVID D. PORTER,
Rear-Admiral.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

mmodore H. K. THATCHER,
President Court of Enquiry, U. S. S. Colorado.

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of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Acting Assistant Paymaster Poor, U. S. Navy.

NORFOLK, *December 6, 1864.*

R: You will proceed to Washington, D. C., taking with you the safe, rs, etc., of the prize steamer *Florida*, and deliver them all to the rable Secretary of the Navy, taking receipts for the same. Return after performing this duty, without delay.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

ting Assistant Paymaster A. B. POOR,
U. S. S. Malvern, Norfolk, Va.

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r instructions from Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Block-g Squadron, to Commodore Thatcher, U. S. Navy, regarding court of enquiry in the case he prize steamer Florida.

NORFOLK, *December 8, 1864.*

MMODORE: I send you a telegram from the honorable Secretary of Navy. You will see what is desired. You will afford General ley and the officers associated with him all the facilities they may ire to form a court* in the cabin of the *Colorado*, holding your sit- together, allowing the military court access to all papers now in

Letter from the Secretary of State to the Secretary of the Navy, transmitting correspondence with Brazilian chargé d'affaires on the subject of the seizure of the C. S. S. Florida.

DEPARTMENT OF STATE,
Washington, December 28, 1864.

SIR: I have the honor to transmit, for your consideration and such proceedings as may be called for on the part of the Navy Department, copies of the correspondence which has passed between this Department and the chargé d'affaires *ad interim* of Brazil on the subject of the capture of the *Florida*, and which are dated December 12 and 26, 1864.

The proceedings of the naval court of enquiry in the case of the *Florida*, transmitted with your letter of the 17th instant, are herewith returned, agreeably to your request.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures—Translation.]

IMPERIAL LEGATION OF BRAZIL,
Washington, December 12, 1864.

The undersigned, chargé d'affaires *ad interim* of his Majesty the Emperor of Brazil, has just received orders from his Government to address himself without delay to that of the United States of North America about an act of most transcendent gravity done on the morning of the 7th day of October last in the port of the capital of the province of Bahia by the war steamer *Wachusett*, belonging to the Navy of the Union, an act which involves a manifest violation of the territorial jurisdiction of the Empire and an offense to its honor and sovereignty.

On the 4th day of the month referred to there entered that port—where already had been lying for some days the *Wachusett*—the Confederate steamer *Florida*, for the purpose, declared by her commander to the president of the province, to supply herself with alimentary provisions and coal, and to repair some tubes of her machinery.

The president, proceeding in accordance with the policy of neutrality which the Empire resolved to adopt on the question in which unfortunately these States are involved, and in conformity with the instructions in this respect issued by the Imperial Government on the 23d of June of the year last past, assented to the application of the commander of the *Florida*, and fixed the term of forty-eight hours for taking in supplies, and fixing, in dependence on the final examination by the engineer of the arsenal, the determination of the residue of the time which, peradventure, should be deemed indispensable for the completion of the repairs.

The same authority at once took, with the greatest impartiality, all the measures necessary to avoid any conflict between the two hostile steamers.

The *Florida* was placed under cover of the batteries of the Brazilian corvette *D[oña] Januaria*, on the inshore side, at the request of her commander, who, reposing on the faith with which, without doubt, the chief authority of the province could not fail to inspire him, considered himself sheltered from any attack of his adversary, and in this confidence not only stayed a night on shore, but gave liberty to a great part of the crew of his vessel.

It behooves me to say that as soon as the Confederate steamer entered the port of Bahia the American consul, Wilson, addressed to the president a dispatch claiming that the *Florida* should not be admitted to free pratique, and that on the contrary she should be detained, alleging for this that that vessel had, in concert with the *Alabama*, violated the neutrality of the Empire by making captures in 1863 near the island of Fernando de Noronha.

Such exaggerated pretentions formed on facts not proven, which had already been the subject of discussion between the Imperial Government and the legation of the United States, could not be even listened to.

If the President should have refused the hospitality solicited by the commander of the *Florida* he would have infringed not only the duties of neutrality of the Empire, but also those of humanity, considering that that steamer, coming from Teneriffe, had been sixty-one days at sea, was unprovided with food, and with machinery in the worst condition.

Afterwards, the president having stated to the same consul that he hoped from his honor and loyalty toward a friendly nation that he would settle with the commander of the *Wachusett* that he should respect the neutrality and sovereignty of the Empire, he was answered affirmatively, the consul pledging his word of honor.

Things were in this condition, the time of forty-eight hours being to expire at 1 o'clock of the afternoon of the 7th, when, about dawn of that day, the commander of the steamer *Wachusett*, suddenly leaving his anchorage, passed through the Brazilian vessels of war and approached the *Florida*.

On passing across the bows of the Brazilian corvette *D[oña] Januaria* he was hailed from on board that he must anchor, but as he did not attend to this intimation, and continued to approach the *Florida*, at the same time firing a gun and some musketry, the commander of the naval division of the Empire stationed in those waters sent an officer to board the *Wachusett* and inform her commander that the ships of the division and the forts would open fire upon her if she should attack the *Florida*. The Brazilian officer was not allowed to make fast to the *Wachusett*, but the officer of the deck hailed him, saying in reply that he accepted the intimation given, that he would do nothing more, and that he was going to return to his anchorage. The commander of the Brazilian division then thought proper to ratify his intimation by firing a gun, upon which a complete silence followed between the two ships, *Wachusett* and *Florida*.

At the time this act was passing, the corvette *D[oña] Januaria*, on board which the commander of division had hoisted his flag, lay head to flood, the steamer *Florida* anchored *bb* (side by side) of her and quite close to the shore, and between her and the corvette the *Wachusett* stopped her wheels.

The commander of division then observing, notwithstanding the darkness of the night, that the *Wachusett*, from the position in which she was, kept moving onward and was passing ahead of the corvette, on a course *eb*, became convinced that in fact she was steering for her anchorage, thus complying with the promise made; but a few moments afterwards, perceiving that the *Florida* was in motion, the commander discovered that the *Wachusett* was taking her off in tow by means of a long cable.

Surprised at such an extraordinary attempt, the commander immediately set about stopping this and redressing at the same time, as behooved him, the offense thus done to the dignity and sovereignty of

the Empire. But availing himself of the darkness of the night, and of other circumstances, the commander of the *Wachusett* succeeded in carrying his prize over the bar and escaping the just punishment he deserves.

The consul, Wilson, preferred to abandon his post, withdrawing on board the *Wachusett*.

The Government of his Majesty, as soon as it had official information of the event, addressed to the legation of the United States at Rio de Janeiro a note, in which, giving a succinct exposition of the fact, it declared that it had no hesitation in believing it would hasten to give to it all proper assurances that the Government of the Union would attend to the just reclamation of the Empire as promptly and fully as the gravity of the case demanded.

In correspondence with the expectative note, the worthy representative of the United States was prompt in sending his reply, in which he declares he is convinced that his Government will give to that of the Empire the reparation which is due to it.

Such are the facts to which the undersigned has received orders to call to the attention of the Hon. William H. Seward, Secretary of State of the United States.

The principles of international law which regulate this matter, and in respect of which there is not the least divergence among the most distinguished publicists, are common and known to all. The undersigned would fail to recognize the high intelligence of the Hon. Mr. Seward if, perchance, he should enter in this respect into fuller developments.

He limits himself, then, only to recall a memorable example in which these principles, invariably sustained by the United States, had entire application.

In 1793, the great Washington, then being President of the United States, and the illustrious Jefferson, Secretary of State, the French frigate *L'Embuscade* captured the English ship *Grange* in Delaware Bay, thus violating the neutrality and the territorial sovereignty of the United States. The American Government remonstrated energetically against this violation, and required from the Government of the French Republic not only the immediate delivery of the captured vessel, but also the complete liberation of all the persons found on board.

This reclamation was promptly satisfied. Much more grave, certainly, is the occurrence in the port of the province of Bahia, which makes the subject of the present note. By the special circumstances which preceded and attended it this act has no parallel in the annals of modern maritime wars.

The commander of the *Wachusett* not only gravely offended the territorial immunities of the Empire, passing beyond the laws of war by attacking treacherously during the night a defenseless ship, whose crew, much reduced because more than sixty men were on shore with the commander, and several officers reposed, unwary, beneath the shadow of the protection which the neutrality of the Empire guaranteed to them.

And so open was the violation, so manifest the offense, that the enlightened American press was almost unanimous in condemnation of the inexcusable proceeding of Commander Collins.

On this occasion, reminding the United States, whose antecedents are well known and noted in history by the energetic defense of and respect for neutral rights, of these unshaken principles, the undersigned can not consider the event which occurred at Bahia otherwise than as the individual act of the commander of the *Wachusett*, not authorized

ved by his Government, and that it will consequently give to
ernment of his Majesty the Emperor the explanations and
n which, in conformity with international law, are due to a
ich maintains friendly and pacific relations with the United

st reclamation of the Imperial Government being thus pre-
he undersigned awaits the reply of the Hon. Mr. Seward, and,
fiding in his exalted wisdom and in the justice of the Gov-
of the United States, he has not, even for a moment, doubted
it will be as satisfactory as the incontestable right which aids
re and the vast gravity of the offense which was done to it
ire.

dersigned avails of this opportunity of having the honor to
to the Hon. William H. Seward the protestations of his most
shed consideration.

IGNACIO DE AVELLAR BARLOZA DA SILVA.

cellency Hon. WILLIAM H. SEWARD,
Secretary of State of the United States.

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DEPARTMENT OF STATE,
Washington, December 26, 1864.

have the honor to acknowledge the receipt of your note which
the sentiments of the Imperial Government of Brazil con-
he capture of the *Florida* by the U. S. war steamer *Wachusett*
rt of Bahia. You will, of course, explain to your Government
ng to an understanding between you and myself, your note,
it bears the date of the 12th of December, was not submitted
til the 21st instant.

sy of foreign intervention in every form and absolute noninter-
n the domestic affairs of foreign nations are cardinal principles
licy of the United States. You have justly expected that the
t would disavow and regret the proceedings at Bahia. He
end Captain Collins, and direct him to appear before a court-

The consul at Bahia admits that he advised and incited
im and was active in the proceedings. He will therefore be
l.

g of Brazil will receive from the United States Navy the honor
y in the intercourse of friendly maritime powers.

owever, not to be understood that this Government admits or
dit to the charges of falsehood, treachery, and deception which
brought against the captain and the consul. These charges
d on the authority of the officers accused.

ill also be pleased to understand that the answer now given to
resentation rests exclusively upon the ground that the capture
orida was unauthorized, unlawful, and indefensible exercise of
l force of the United States within a foreign country in defi-
ts established and duly recognized Government.

overnment disallows your assumption that the insurgents of
ntry are a lawful naval belligerent, and, on the contrary, it
s that the imputation of that character by the Government of
insurgent citizens of the United States who have hitherto
l who still are, destitute of naval forces, ports, and courts is an
tervention in derogation of the law of nations, and unfriendly
ngful, as it is manifestly injurious, to the United States.

So also the Government disallows your assumption that the *Florida* belonged to the aforementioned insurgents, and maintains, on the contrary, that the vessel, like the *Alabama*, was a pirate belonging to no nation or lawful belligerent, and therefore that the harboring and supplying of these piratical ships and their crews in Brazilian ports were wrongs and injuries for which Brazil justly owes reparation to the United States as ample as the reparation which she now receives from them. They hope and confidently expect this reciprocity in good time to restore the harmony and friendship which are so essential to the welfare and safety of the two countries.

In the position which I have thus assumed the Imperial Government will recognize an adherence to rights which have been constantly asserted and an enduring sense of injuries which have been the subject of earnest remonstrance by the United States during the last three years. The Government of Brazil is again informed that these positions of this Government are no longer deemed open to argument. It does not, however, belong to the captains of the ships of war of the United States or to the commanders of their armies or to their consuls residing in foreign ports, acting without the authority of Congress and without even executive direction, and choosing their own time, manner, and occasion, to assert the rights and redress the wrongs of the country. This power can be fully exercised only by the Government of the United States. As a member of the family of nations, the United States practice order, not anarchy, as they always prefer lawful proceedings to aggressive violence or retaliation. The United States are happy in being able to believe that Brazil entertains the same sentiments. The authorities at Bahia are understood to have unsuccessfully employed force to overcome the *Wachusett* and rescue the *Florida*, and to have continued the chase of the offender beyond the waters of Brazil out upon the high seas. Thus in the affair at Bahia subordinate agents, without the knowledge of their respective Governments, mutually inaugurated an unauthorized, irregular, and unlawful war. In desisting from that war on her part and in appealing to the Government for redress Brazil rightly appreciated the character of the United States and set an example worthy of emulation.

The disposition of the captured crew of the *Florida* is determined upon the principles which I have laid down. Although the crew are enemies of the United States, and, as they contend, enemies of the human race, yet the offenders were, nevertheless, unlawfully brought into the custody of this Government, and therefore they could not lawfully be subjected here to the punishment which they have deserved. Nor could they, being enemies, be allowed to enjoy the protection of the United States. They will therefore be set at liberty to seek a refuge wheresoever they may find it, with the hazard of recapture when beyond the jurisdiction of this Government.

The *Florida* was brought into American waters and was anchored under naval surveillance and protection at Hampton Roads. While awaiting the representation of the Brazilian Government, on the 28th of November she sunk, owing to a leak which could not be seasonably stopped. The leak was at first represented to have been caused, or at least increased, by a collision with a war transport. Orders were immediately given to ascertain the manner and circumstances of the occurrence. It seemed to affect the Army and Navy. A naval court of enquiry and also a military court of enquiry were charged with the investigation. The naval court has submitted its report, and a copy thereof is herewith communicated. The military court is yet engaged. So soon as its labors shall have ended the result will be made known

to your Government. In the meantime it is assumed that the loss of the *Florida* was a consequence of some unforeseen accident which cast no responsibility upon the United States.

I avail myself of this opportunity to renew to you, sir, the assurance of my high consideration.

WILLIAM H. SEWARD,
[*Secretary of State.*]

Senhor IGNACIO DE AVELLAR BARLOZA DA SILVA.

Letter from the Secretary of State to the Secretary of the Navy, requesting the release of persons captured on C. S. S. Florida.

DEPARTMENT OF STATE,
Washington, January 15, 1865.

SIR: I have the honor to recall to your attention the fact that in the note which was addressed to Mr. Barloza da Silva, the chargé d'affaires *ad interim* of Brazil, on the 26th ultimo, a copy of which has been communicated to you, he was informed that the persons captured on board the *Florida* would be set at liberty.

I consequently have to request that, in compliance with that promise, you will direct them to be discharged, on condition that they leave the United States within ten days after their liberation.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Major Gibson, U. S. Army, commanding Fort Warren, to discharge prisoners captured on the C. S. S. Florida.

NAVY DEPARTMENT, *January 17, 1865.*

SIR: You will please discharge from Fort Warren the officers and seamen that were captured in the insurgent steamer *Florida*, on the express condition that they leave the United States within ten days after their liberation.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Major A. A. GIBSON,
Commanding Fort Warren, Boston.

[Telegram.]

BOSTON, *January 19, 1865.*
(Received at Washington 7:40 p. m.)

SIR: The officers and seamen of the steamer *Florida* are willing to give their parole to leave the United States within ten days after liberation, but they have not sufficient money to do so. They wish to be put on board of a steamer for Europe, but do not wish to be landed in Boston for fear of a mob. There are 50 in all.

H. A. ALLEN,
Major, Second U. S. Artillery, Commanding Fort Warren.

Hon. GIDEON WELLES,
Secretary Navy.

Letter from the Secretary of State to the Secretary of the Navy, again recommending the release of the persons captured on C. S. S. Florida.

DEPARTMENT OF STATE,
Washington, January 24, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 20th instant, on the subject of the prisoners from the *Florida* in Fort Warren.

In reply it is again recommended that they be discharged upon the condition that they leave the United States within ten days from the date of their discharge. It is also recommended that the sum of $20 be paid to each of those who may need the money to defray his expenses on leaving the United States, and that all who accept their discharge be informed that if found in the United States at the expiration of the period referred to [they] will be liable to be arrested.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Further instructions from the Secretary of the Navy to Major Allen, U. S. Army, commanding Fort Warren, regarding disposition of prisoners from C. S. S. Florida.

NAVY DEPARTMENT, *February 1, 1865.*

SIR: Your telegram relative to the prisoners of the *Florida* was received, and the subject has been under consideration.

The Department of State suggests the payment to each that may need it the sum of $20, to enable them to leave the United States within ten days from the date of their liberation, and that Department has directed the U. S. marshal at Boston to pay that sum upon the order of the military commandant at Fort Warren. You are therefore authorized to release them on parole to leave the United States within ten days, and to [furnish] each one needing the money with an order on John S. Keyes, U. S. marshal at Boston, for $20, chargeable to Department of State. Please furnish this Department, for remittance to the Secretary of State, with a list of those to whom the marshal may be ordered to pay the specified amount. To avoid observation in Boston, the prisoners might be released in small parties.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Major H. A. ALLEN,
Commanding Fort Warren, Boston.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding Brazil Squadron, regarding an amende honorable to the Brazilian Government.

BRAZIL SQUADRON, FLAGSHIP SUSQUEHANNA (First Rate),
Harbor of Rio de Janeiro, September 7, 1865.

SIR: Immediately upon my arrival here—indeed, on my first visit to our minister, General Webb—he urged upon me the necessity of fulfilling some agreement made with the Secretary of State about firing a salute to the Brazilian flag in order to make the *amende honorable* to Brazil for the capture of the *Florida* in the port of Bahia.

While it may be very proper and right that there should be just such a ceremony in good faith for any wrong that may have been committed, it is not very agreeable to be the one selected for the performance of it. I therefore waived the discussion of the subject with General Webb at the time, but I find that he has returned to it in several friendly notes I have since received from him, and evidently will soon bring the matter up, perhaps seriously.

I shall, however, decline positively to have anything to do with the affair until I receive some direct order from proper authority.

Mr. Webb may show me that the Secretary of State has agreed to have this thing done, but diplomacy is slow in its effects, and there may be reasons for this deliberation. It may have its objects, which I do not know. Under all these circumstances, therefore, I have preferred to place this matter in your hands for further orders.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Brazil Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Godon, U. S. Navy, commanding Brazil Squadron, to make an amende honorable to the Brazilian Government by salute of twenty-one guns.

(Duplicate sent March 31, 1866. Triplicate sent July 27, 1866.)

NAVY DEPARTMENT, *October 28, 1865.*

SIR: The Department received your No. 9, dated the 7th ultimo, on the subject of firing a salute to the Brazilian flag in order to make the *amende honorable* to Brazil for the capture of the *Florida* in the port of Bahia.

In the course of the correspondence growing out of that affair Mr. Seward informed the acting chargé d'affaires of Brazil that the flag of Brazil would receive from the U. S. Navy the honor customary in the intercourse of friendly maritime powers. In view of this, the Department directs that you will cause one of the vessels of your squadron to salute the Brazilian flag at the port of Bahia with twenty-one guns, the customary number, and that the squadron observe the usual courtesies between friendly maritime powers.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. W. GODON,
Commanding Brazil Squadron, Rio de Janeiro.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding South Atlantic Squadron, acknowledging receipt of Department's order regarding salute to Brazilian Government.

SOUTH ATLANTIC SQUADRON,
U. S. FLAGSHIP BROOKLYN (Second Rate),
Harbor of Rio de Janeiro, June 28, 1866.

SIR: I have to acknowledge Department's letter of March 31, enclosing duplicate order of October 28, in relation to saluting the Brazilian flag at Bahia, which, with the original, via Valparaiso, is just received.

The receipt of this letter relieves me from some embarrassment, as our acting chargé d'affaires informed me on my recent arrival here that he had received notice of the order having been given for the salute to be fired, and in my absence had so stated to the minister of foreign affairs.

I shall have the order executed at the earliest moment.

The ceremony, although it may gratify this Government, seems to be almost an idle one, as we have been exchanging salutes with Bahia for the last ten months in numbers sufficient, I had hoped, to have deadened any feeling of wounded pride that could be removed by the smoke of saluting powder. It will be proper, I presume, for the officer attending to this duty to address a letter on the occasion to the governor of the province of Bahia.

I shall of course inform the Department of the final settlement of the matter.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding South Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Further report of Acting Rear-Admiral Godon, U. S. Navy, commanding South Atlantic Squadron, regarding the salute to the Brazilian Government, and transmitting copy of orders to saluting officer.

SOUTH ATLANTIC SQUADRON,
U. S. FLAGSHIP BROOKLYN (Second Rate),
Harbor of Rio de Janeiro, July 13, 1866.

SIR: The arrival of the *Nipsic* from Montevideo, after a passage of eighteen days under sail, enables me to carry out at once the instructions of the Department in regard to saluting the Brazilian flag at Bahia.

The *Nipsic* leaves to-morrow. I enclose a copy of the orders I have given to Lieutenant-Commander Blake, and, as you will perceive, have directed him to steam in order to give dispatch to the business in hand.

I thought it proper, also, to send a copy of them to our acting chargé d'affaires here, for him to make such official use of as might be agreeable to this Government.

I could have sent the *Shawmut*, under command of Lieutenant-Commander Morris, to execute the above duty, as she has been lying in port, but I preferred to await the arrival of Lieutenant-Commander Blake, if not too long delayed, as I consider him the better officer of the two to perform the service required. The *Shawmut* sails this morning for St. Catharine's and Montevideo.

The *Onward* arrived yesterday from Santos, where I had sent her to show the flag, or rather to give her men and officers some sea exercise and a change of air. She has been absent thirteen days, most of the time at sea.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding South Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

SOUTH ATLANTIC SQUADRON, U. S. FLAGSHIP BROOKLYN,
Harbor of Rio de Janeiro, July 12, 1866.

SIR: Having received instructions from the Navy Department to fire a salute to the Brazilian flag in order to make the *amende honorable* to Brazil for the capture of the *Florida* in the port of Bahia, I have to direct you to proceed forthwith to that port with the *Nipsic* under your command, and upon your arrival there address a letter of the following tenor and effect to the president of that province:

U. S. S. NIPSIC,
Harbor of Bahia, July —, 1866.

SIR: The undersigned, commanding the U. S. S. *Nipsic*, has the honor to inform your excellency of his arrival in this port, and to make known to your excellency that the principal object of the visit of the undersigned at this time is to carry out the instructions of the Government of the United States to fire a salute of twenty-one guns to the flag of Brazil, and thus to make the *amende honorable* for an offense committed by a United States officer, which was at once disavowed by the Government of the United States.

Ever prompt to do justice, the Government of the undersigned so long ago as October 28, 1865, issued the above instructions, but which, from some irregularity, were sent to Valparaiso, and were only received by the commander in chief of the United States squadron on this station on the arrival of the late mail.

Therefore, if it be agreeable to your excellency, the undersigned will hoist the Brazilian flag at the fore-masthead of this vessel and fire a salute of twenty-one guns at noon to-morrow, the —— instant.

The undersigned, in executing this duty, begs leave to express to your excellency the undersigned's sincere hope that with the dying echoes of the last gun will also expire any unkind feelings that may exist in Brazil from the cause which has given rise to this ceremonial.

The undersigned avails himself of this opportunity to offer to your excellency the assurance of the high consideration with which the undersigned has the honor to be,

Your excellency's most obedient servant,

——— ———.

Having executed this duty and looked after any public interests that may require your attention, you will return to this port.

It is desirable that you should not be delayed on your passage to Bahia. Your return passage can be made under sail.

Respectfully, etc.,

S. W. GODON,
Acting Rear-Admiral, Commanding South Atlantic Squadron.

Lieutenant-Commander F. B. BLAKE,
Commanding U. S. S. Nipsic.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding South Atlantic Squadron, of the execution of the Department's orders regarding the salute to the Brazilian Government, transmitting reports and correspondence.

SOUTH ATLANTIC SQUADRON,
U. S. FLAGSHIP BROOKLYN (Second Rate),
Harbor of Bahia, August 25, 1866.

SIR: I have the honor to inform the Department of my arrival at this port after a long passage under sail, without other incident to note than that of falling in with the masts and spars of a large ship about 250 miles to the southward, which vessel had evidently been burned not far from the place we discovered the wreck.

On reaching here I found the *Nipsic*, Lieutenant-Commander Blake, awaiting my arrival. That officer had properly carried out the Department's instructions to salute the Brazilian flag, under my order of July 12, a copy of which has already been forwarded.

I now enclose (numbered 1) the report of the execution of that order, together with the correspondence with the president of the province (numbered 2 and 3).

The incidental circumstances attendant on the ceremonial were all of the pleasantest character, and will not fail to be agreeably remembered.

I shall probably send the *Nipsic* to Pernambuco on the 1st of September, and sail myself for Rio on the 4th or 5th. The crews of both vessels are in good health.

Before I left Rio General Webb had arrived, and a change of ministry had also taken place. The present incumbents are pledged to a more active prosecution of the war.

On the 21st of July I sent instructions to Commander Crosby, of the *Shamokin*, to hold himself in readiness to proceed to Corrientes in case it should be necessary for him to go to Paraguay under the contingency mentioned in Department's letter of April 26.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding South Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

U. S. S. NIPSIC (Fourth Rate),
Bahia, Brazil, July 25, 1866.

ADMIRAL: In obedience to your order of the 12th instant, I sailed from Rio de Janeiro for this place on the 15th and arrived on the 21st.

On the day of my arrival I addressed to the president of the province the letter which you directed, informing him of the occasion of my visit and fixing 12 m. on the 23d instant for the salute.

On the same day I received a reply from the president, expressing gratification at the proposed *amende honorable*, and containing assurances that all unpleasant impressions created by the course of the *Wachusett* would be entirely effaced. The 23d being the anniversary of the coronation of the Emperor, this ship was dressed, by the invitation of the naval authorities, with the Brazilian flag at the main.

A few minutes before 12 o'clock the American flag was hauled down from the fore-masthead, and at noon a salute of twenty-one guns was fired with the Brazilian flag at the fore.

The salute was returned, gun for gun, by the corvette *Doña Januaria*. The Brazilian flag was hauled down from all three mastheads before returning the salute and the American flag displayed at the main. At the same time the American flag was hoisted in the palace square and kept flying during the afternoon.

On the 24th I paid an official visit to the president, which he returned on the next day, attended by a numerous staff. On his arrival I hoisted the Brazilian flag at the fore, saluted him, and kept the flag flying until it was hoisted on board the *Doña Januaria*, which vessel he subsequently visited.

This concluded the ceremonies attendant upon and subsequent to the firing of the salute.

I am, very respectfully, your obedient servant,

F. B. BLAKE,
Lieutenant-Commander.

Acting Rear-Admiral S. W. GODON,
Commanding South Atlantic Squadron.

[Enclosure No. 2.]

U. S. S. NIPSIC,
Harbor of Bahia, July 21, 1866.

SIR: The undersigned, commanding the U. S. S. *Nipsic*, has the honor to inform your excellency of his arrival in this port, and to make known to your excellency that the principal object of the visit of the undersigned at this time is to carry out the instructions of the Government of the United States to fire a salute of twenty-one guns to the flag of Brazil, and thus to make the *amende honorable* for an offense committed by a United States officer, which was at once disavowed by the Government of the United States.

Ever prompt to do justice, the Government of the undersigned so long ago as October 28, 1865, issued the above instructions, but which from some irregularity were sent to Valparaiso, and were only received by the commander in chief of the United States squadron on this station on the arrival of the late mail.

Therefore, if it be agreeable to your excellency, the undersigned will hoist the Brazilian flag at the fore-masthead of this vessel and fire a salute of twenty-one guns at noon on Monday, the 23d instant.

The undersigned, in executing this duty, begs leave to express to your excellency the undersigned's sincere hope that with the dying echoes of the last gun will also expire any unkind feeling that may exist in Brazil from the cause which has given rise to this ceremonial.

The undersigned avails himself of this opportunity to offer to your excellency the assurances of the high consideration with which the undersigned has the honor to be,

Your excellency's most obedient servant,

FRANCIS B. BLAKE,
Lieutenant-Commander, U. S. Navy.

His Excellency DOM PEDRO SEAO VELLOSO,
President of the Province of Bahia.

[Enclosure No. 3.—Translation.]

PALACE OF THE PRESIDENT OF THE PROVINCE OF BAHIA,
July 21, 1866.

I have had the pleasure of receiving the communication of to-day addressed to me by Señor Francis B. Blake, commanding the U. S. S. *Nipsic*, anchored in this port, informing me that the principal object of his visit is to carry out the instructions of his Government by saluting with twenty-one guns the flag of Brazil, thus giving satisfaction for an offense committed by a naval officer of his country, which was disapproved by his Government, which, always disposed to do justice, had already, since the 28th October of last year, issued its instructions upon this head, which, through an error, were sent to Valparaiso, and only reached the hands of the commander in chief of the American squadron stationed in the Empire by the last packet, announcing that on the 23d instant at noon he will hoist the imperial flag at the main-masthead of the vessel under his command and salute it with twenty-one guns, and adding in conclusion that he cherishes the most sincere hope that as the echo of the last gun dies away will also expire whatever idea of resentment may have existed in this Empire.

In reply I have to say to Señor F. B. Blake, commanding U. S. S. *Nipsic*, that, having been made acquainted with the principal object of

his visit to this port, I rejoice that the Government of his country, appreciating in its wisdom the justice which exists in this Empire, should not have hesitated in giving public satisfaction for an offense committed against it during the tranquillity of a profound peace, and confiding in the sentiments which are manifested by the same Señor F. B. Blake, it also becomes me to assure him that the honor of the nation being thus satisfied, not the slightest resentment will remain against a Government which thus solemnly shows before the civilized world that she does not avail herself of the force at her disposal against an injured power, and that, on the contrary, will be held in the highest appreciation the justice of a nation which continues to make more dear the close relations of friendship and consideration which until now have united and will continue to unite two powers which inhabit the same continent.

I avail myself of the opportunity of offering to Señor Commandant Francis B. Blake the assurances of my highest esteem and consideration.

PEDRO SEAO VELLOSO.

Señor FRANCIS B. BLAKE,
Commanding U. S. S. Nipsic.

Report of Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Pontoosuc, of the return of that vessel from convoy duty.

U. S. GUNBOAT PONTOOSUC,
Navy Yard, New York, October 7, 1864.

SIR: I have the honor to report that in obedience to orders received from Rear-Admiral H. Paulding, a copy of which I enclose,* I sailed from New York on the 14th of September, following the mail steamer *Costa Rica*, which sailed twenty-four hours before. I arrived at Aspinwall on the 24th ultimo, coaled ship, and left on the evening of the 26th in company with the *Costa Rica*. On the afternoon of the 27th she parted company with me. I arrived at New York this morning at 7:30 o'clock.

The ship's hull has strained very much and a large portion of copper has worked off the bottom. During the voyage I have used sail with steam 194 hours.

I am, sir, very respectfully, your obedient servant,

GEO. A. STEVENS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Magaw, U. S. Navy, commanding U. S. S. Florida, of the return of that vessel to the Boston Navy Yard from cruise in Canadian waters, and transmitting correspondence.

U. S. S. FLORIDA,
Boston Navy Yard, October 8, 1864.

SIR: I have the honor to report my arrival at this yard for coal.

This ship is unmanageable under sail alone, but sail was used with steam whenever it could be.

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* See p. 215.

losed letters marked, respectively, A, B, C (correspondence between
n Von Donop, H. B. M. S. *Jason*, and myself), also harbor rules,
d beg leave to call your attention to the report of survey of
dition of hull and boilers of this ship, ordered by Acting Rear-
al Lee in August last.

Very respectfully, your obedient servant,

SAMUEL MAGAW,
Lieutenant-Commander.

GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

A.

H. B. M. S. JASON,
At Sea, October 1, 1864.

I herewith beg to transmit for your information an extract from
nutes of the executive council of Nova Scotia relative to the
n to be taken in the port of Halifax by ships of war of the
States of America, as also those calling themselves the Confed-
States of America, and have also to acquaint you that while no
e inconsistent with the territorial jurisdiction of her Britannic
y will be permitted, the vessels of war of the United States which
sit the port of Halifax in a becoming manner will receive every
on to which they are entitled as those of a nation in amity with
Britain, and which are consistent with their belligerent position.
I have the honor to be, sir, your obedient servant,

E. P. B. VON DONOP,
Captain.

CAPTAIN OF THE U. S. SHIP OF WAR FLORIDA.

[Subenclosure.]

Extract from minutes of executive council.

GOVERNMENT HOUSE, *August 29, 1864.*

ent: His Excellency Sir Richard Graves MacDonnell, C. B.,
ant-governor, etc.; the Hon. Charles Tupper, provincial secre-
Hon. W. A. Henry, attorney-general; Hon. James McNab,
r-general; Hon. Isaac Le Vesconte, financial secretary; Hon. S.
d Shannon.

ordered, That if any ship of war or privateer of the United
of America or of the States calling themselves the Confederate
of America shall come into the port of Halifax, or within the

B.

U. S. S. FLORIDA,
Off Halifax, Nova Scotia, October 2, 1864.

SIR: I have the honor to ask an explanation of this clause in your letter of October 1, 1864:

The vessels of war of the United States which may visit the port of Halifax in a becoming manner.

My Government would censure any of her ships of war that behaved in friendly ports or waters in an unbecoming manner.

I am sorry we had so short an interview yesterday, and hope to be able to pay my respects to you soon, and must again apologize for not having been on deck to receive you, but the report made me was that "an English officer was coming alongside with no pennant flying in his boat."

Respectfully and faithfully, your obedient servant,

SAMUEL MAGAW,
Lieutenant-Commander, U. S. Navy.

Captain VON DONOP, R. N.,
Commanding H. B. M. Steam Sloop Jason.

C.

H. B. M. S. JASON,
Off the Navy Yard, Halifax, October 2, 1864.

SIR: I am directed by the commander in chief to acquaint you that a vessel of war of the United States, supposed to be the *Itasca*, which subsequently went into Pictou for coal, and the commander of which is stated to have said that he had been at Halifax, anchored a mile within the port on the evening of the 17th ultimo and proceeded to sea during the night without communicating either with himself or the governor.

This proceeding has been considered "unbecoming," and has been the occasion of a communication with the American Government at Washington, through the British minister.

It was, further, the "proceeding" which was adverted to in my letter of yesterday as unbecoming, and which was the sole cause of my being ordered to proceed to sea for the purpose of communicating with any vessel of war of the United States that might be cruising off the coast.

I am further directed to request that if you wish to communicate with the shore here you will come up to this anchorage in the vessel you command, when, if you remain underway, you can suit your own convenience as to leaving, even should there be a vessel of war of the so-styled Confederate States at anchor here, which in such case will not be permitted to leave the port till twenty-four hours after you have done so, and that you will make this request known to any of your brother officers in command cruising off the coast.

Although no port regulation exists to this effect, the commander in chief is aware that it is the intention of the governor to issue one shortly, and it is presumed that, the distance being so great between the town and the entrance to the harbor, it is the mode of communication which will prove the most convenient to the vessels of war of the United States.

I have the honor to be, sir, your most obedient, humble servant,

E. P. B. VON DONOP,
Captain.

Lieutenant-Commander MAGAW,
U. S. Sloop of War Florida.

Abstract log of U. S. S. Florida.

September 26, 1864.—At 6 a. m. got underway, and, in company with the prize steamer *Georgia*, stood out of New London Harbor. At 12 noon spoke the revenue cutter *Miami*. At 1 p. m. entered Buzzard's Bay. At 2:45 p. m. parted company with the *Georgia*, she going to New Bedford. Entered the Vineyard Sound. At 9:50 p. m. Chatham lights bore W. by N., distant 6 miles.

September 27.—Latitude at noon 42° 38′ 20″ N., longitude at noon 67° 33′ 45″ W. At 9:30 p. m. made Seal Island light, bearing N. by W. At 10:30 p. m. made Cape Sable light, bearing N. by E. At 11:10 p. m. made Baccaro light, bearing N.

September 28.—At 12:30 a. m. made Shelburne lights. At 11 a. m. made Cape Sambro light-house, bearing N. E. by E. At 12:30 p. m. hove to off Cape Sambro light-house, bearing N. W., distant 14 miles. Hove to off Halifax during the rest of the day.

September 29.—Cruising off Halifax during the day.

September 30.—Hove to off Halifax. At 10 a. m. saw two English mail steamers, one bound into Halifax, the other coming out and standing to the westward. At 12:40 p. m. saw a strange steamer coming up the coast; gave chase; on nearing her found she was within 4 miles of the coast and under English colors. Stood offshore again. Cruising off Halifax during the remainder of the day.

October 1.—Cruishing off Halifax. At 3 p. m. stood inshore and communicated with a fishing boat off Cape Sambro. At 3:30 p. m. saw a man-of-war steaming toward us from Halifax. Hove to for her to come up. Went to general quarters. At 4:15 p. m. the stranger came up and spoke us. She proved to be H. B. M. S. *Jason*, 1,710 tons, twenty-one guns, Captain Von Donop. At 4:40 p. m. Captain Von Donop came on board and communicated with Captain Magaw. At 5 p. m. the *Jason* stood back to Halifax again. Cruised off Halifax during the remainder of the day.

October 2.—Cruising off Halifax. At 9 a. m. hove to off the harbor of Halifax and sent a boat in to communicate with the American consul and H. B. M. S. *Jason*. At 6:30 p. m. the boat returned. Stood out to sea.

October 3.—Standing down the coast. At 3 p. m. ship rolling heavily; hove her to, her head to sea.

October 4.—Standing in toward Cape Sable light-house. At 4:15 saw a strange steamer to the S. E.; stood toward her. At 4:45 p. m. exchanged numbers with her. She proved to be the U. S. S. *Vanderbilt*, cruising. At 5 p. m. communicated with her. At 6:40 p. m. steamed slowly to the eastward, the *Vanderbilt* standing to the westward

October 5.—Cruising off Nova Scotia. At 10:30 a. m. sighted a strange steamer to the westward. At 2 p. m. made her out to be an English man-of-war, cruising. At 4:10 p. m. hove to off Cape Sable. At 6:30 p. m. steamed offshore and cruised off Cape Sable.

October 6.—Cruising. At 12 m. hove to off Cape Sable. At 5 p. m. stood to the westward. At 8 p. m. Seal Island light bore N. ½ E., distant 8 miles. At 10:30 p. m. lost sight of Seal Island light.

October 7.—Underway, standing to the westward. At 7:15 p. m. made Cape Cod light. At 11 p. m. made Race Point light, bearing S. W.

October 8.—At 1:30 a. m. Race Point light bore S. E. by S. ½ S. At 3:30 a. m. made Boston lights, bearing N. W.; hove to. At 6:15 a. m. started ahead; fired off 100-pounder and 50-pounder rifles and 12-pounder howitzer. At 7 a. m. passed Boston light-house. At 8:30 came to anchor off Boston navy yard.

SAMUEL MAGAW,
Lieutenant-Commander, Commanding.

Instructions from the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, in view of information received of vessels under construction at St. Nazaire, France.

NAVY DEPARTMENT, *Washington, October 10, 1864.*

SIR: From information received from a reliable source it appears that there are two clipper ships building at St. Nazaire, France, well adapted for war purposes, and there is good reason to believe that they are designed for the insurgents. Should these vessels be permitted to leave port under such circumstances as to warrant the belief that they are to make war against the United States, you will not hesitate to seize them and send them into one of our ports for adjudication.

The Department desires you to place yourself in communication with our minister at Paris, Mr. Dayton, respecting these vessels, and regard any suggestions of his concerning them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, care of Hon. Mr. Dayton, Paris.

[Telegram.]

U. S. LEGATION, *London, October 11, 1864.*

Semmes [Waddell] with 8 officers and 100 men sailed from Liverpool on Sunday in screw steamer *Laurel*, with six guns as cargo. She has one pipe, two masts, fore and aft schooner-rigged, plain stem, round stern, hull black. Report says he has gone to meet another vessel, chartered for Matamoras. Tell Commodore Craven. Will send report from Antwerp this evening.

B. MORAN.

Captain WALKE,
U. S. S. Sacramento, care of P. Sisco, Dover.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at St. Thomas, West Indies.

U. S. SLOOP OF WAR ST. LOUIS,
St. Thomas, West Indies, October 12, 1864.

SIR: I have the honor to report that I sailed from Porto Grande, Cape Verde Islands, on the 20th of September, and arrived here yesterday. Officers and crew all well.

I shall sail for Port Royal on Monday, the 17th.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of the return of that vessel from cruising in Canadian waters.

U. S. S. VANDERBILT,
Boston, October 13, 1864.

SIR: I have the honor to report the arrival of the *Vanderbilt* at this port.

In obedience to the order of the Department, under date September 9, I have cruised for the past thirty-one days in the neighborhood of Halifax, taking such positions as I thought most probably would be the track of blockade runners, but without success.

I spoke many vessels, and on several occasions got late Halifax newspapers, but could not find that any privateers had got out.

My coal is now nearly exhausted, but otherwise the ship is in excellent order for further work, without it be the intention of the Department to have her docked and coppered. She was last coppered in July, 1861, and I think much requires it now.

I have the honor to be, sir, very respectfully, your obedient servant,

C. H. BALDWIN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of the arrival of that vessel at Santa Cruz, Teneriffe.

U. S. SHIP CONSTELLATION,
Santa Cruz, Island of Teneriffe, October 14, 1864.

SIR: After a long passage I arrived here evening before last, in obedience to your orders, and will leave to-day.

There is no intelligence of any importance. The rebel steamer *Florida* stopped here some two months ago. She was only allowed to get coal from their agents and was peremptorily ordered to leave in twenty-four hours. The flag was not hoisted at the fort on her arrival and no official courtesies extended.

The *Iroquois*, Captain Rodgers, arrived some weeks after and I hope is now on her track.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, of the cruise of that vessel while acting as convoy to the California steamer Ocean Queen.

U. S. S. GRAND GULF,
Navy Yard, New York, October 16, 1864.

SIR: I have the honor to report the return of this vessel to this place, having convoyed the California steamer *Ocean Queen* to Aspinwall and back until, within about 150 miles S. E. from Cape Hatteras, in a N. W.

gale, we lost sight of her ahead on the evening of the 13th instant. Much of the time in the passage homeward the sea was too rough for any exercise at the guns.

On the 28th ultimo, near midnight, we spoke and sent a boat to the U. S. S. *Powhatan*, in the Mariguana Passage. At midnight on the 29th ultimo we passed the California steamer *Costa Rica* in latitude 19° 8′ N., longitude 74° 30′ W., standing to the northward.

Ten hours later (30th), in latitude 17° 44′ N., longitude 74° 58′ W., we passed the U. S. S. *Pontoosuc*, standing to the northward and eastward under sail and steam. There were no other incidents of the passage either way worthy of mention.

We arrived at Aspinwall in the night of the 2d instant, and sailed thence in the afternoon of the 6th.

We availed of the sails as much as possible at all times, with a view to the strictest economy in expenditure of coal.

This vessel left New York in an unfinished condition in the engineer's department, without a jacket or covering for the steam chest. The heat radiating thus for want of the jacket, from so much surface, was a constant waste from the purpose for which it was required, and rendered a part of the vessel between decks much of the time almost insufferable.

Notwithstanding these disadvantages, I have the pleasure to state it has been clearly demonstrated in this voyage that to keep up the required number of revolutions for speed of 10 knots the average expenditure of coal is about 40 per cent less now than was required to accomplish 8 knots with the broken screw, for which the present one was substituted.

I am, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, regarding orders for that vessel in view of the capture of the C. S. S. Florida.

U. S. SHIP ONWARD,
Santos, October 19, 1864.

SIR: I have the honor to make you the following report: I received an order at Bahia from Commander Collins, of the *Wachusett*, to proceed along the southern coast of Brazil and to touch at all ports, and to refit ship at Santos. The day before yesterday (October 17) I heard the news of the capture of the *Florida* by the *Wachusett* in the harbor of Bahia. The news has created great excitement in Brazil. Santos is within sixteen hours' communication with Rio de Janeiro and the U. S. minister knows that I am in this port. I am anxiously awaiting his orders by the mail of the 22d. The ship is in perfect order.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, to keep a lookout for the missing steamship Roanoke.

NAVY DEPARTMENT, *October 19, 1864.*

SIR: On your passage to the Gulf bear in mind the missing steamer *Roanoke*, which left Havana on the 29th ultimo, and it is feared has been captured by desperadoes who took passage in her, and keep a good lookout for her. You are authorized to deviate from your usual track, if you think proper, with a view of looking into any suspicious locality, provided your voyage is not materially delayed thereby.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant H. CHURCHILL,
Commanding U. S. S. Circassian, New York.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the cruise of that vessel from Teneriffe to Pernambuco, Brazil.

U. S. S. IROQUOIS,
Pernambuco, Brazil, October 21, 1864.

SIR: I have the honor to report that this ship left Teneriffe on the 29th ultimo, having remained at that port one day, and arrived at the Cape Verde Islands on the 5th instant. We were detained at St. Vincent five days by work upon our boilers and machinery, which could not be postponed. The work was prosecuted day and night.

Sailing from St. Vincent on the 10th instant, we reached Fernando de Noronha on the 18th instant, and sailed the same day for this place, off which we arrived yesterday, having come hither for coals. Not knowing whether they could be obtained, I anchored outside and sent an officer on shore to offer the usual salute, which was fired and promptly returned.

At the same time I sent to order a supply of coal and to hasten its delivery. Owing to application having to be made to the authorities for permission to purchase it, and delays arising from the tides, I have been unable, in spite of every exertion, to get it alongside as yet, but am promised it at daylight to-morrow, and, if possible, shall sail to-morrow night for Rio.

I am informed to-day that upon our approach yesterday we were mistaken for the *Wachusett*, and the pilots were ordered not to bring us into the harbor.

A Government pilot was sent on board early this morning, and we entered the port. I made the usual visit of ceremony to the president of the province this morning, who received me with much courtesy and offered me every facility in procuring the supplies of which I stood in need.

I regret to inform the Department that our boilers continue to leak and give us trouble. The chief engineer reports to me that the lower tube sheets are very thin, and that he is much troubled by the accumulation of salt in the fire surface of the tube boxes. I shall make every effort to overcome this difficulty at Rio.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, enjoining vigilance in the protection of the California steamers.

NAVY DEPARTMENT, *October 21, 1864.*

SIR: I transmit herewith a copy of a dispatch addressed by the U. S. vice-consul-general at Havana on the 3d instant to the U. S. consul at Panama, which has been communicated to me by the Secretary of State, concerning a plot of the insurgents to capture the steamers between California and Panama.

It behooves the vessels of your squadron to be vigilant and to watch Panama and other important points closely, with a view of aiding to frustrate the intentions of the insurgents.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron,
or The SENIOR COMMANDING OFFICER PRESENT,
Panama, New Granada.

[Enclosure.]

U. S. CONSULATE-GENERAL,
Havana, October 3, 1864.

SIR: I have information that a party under the leadership of Thomas E. Hogg, of the rebel Navy, are now on their way to Panama, bent upon the fulfillment of a long-concocted plan for the seizure of our steamers running from that port to San Francisco. A portion of the party have already left Havana, and the rest will follow in the British mail steamer to St. Thomas in two or three days. Their first object is to go on board the *Guatemala* and take possession of her at sea.

Hogg holds a commission as master in the rebel Navy, and is on pay. He is a native of Baltimore; has been a resident of New Orleans. His executive officer is Bradshaw, who I am told has been partner and commander of the *Guatemala*. The master's name is Edward J. Norville, of Mobile, a native of Baltimore; William Black, of New Orleans, purser; Edward Swain, of New Orleans, midshipman; Thomas Reynolds, of New Orleans, master's mate; engineers, John Hiddle (Smith is believed to be his proper name), Timothy J. Grady, and George Murch (the last two named of New York), and Thomas Grattan [Grafton?], quartermaster; Sullivan, Stoddard, Higgin, and Robert Lyon, and several more, making the party consist of about sixteen to twenty men. Lead, powder, pistols, etc., have been procured and furnished to the men.

Hogg is to carry a trunk on board with him, containing nothing that can excite suspicion and in case it is not searched then the others are to go on board, their trunks containing the necessary arms, etc. At about the distance of 200 miles from Panama they intend to make the attempt, and if successful, as she carries two guns, they intend to steer in the course of the California steamers and endeavor to capture one of them. It is their plan to make a cruise in the Pacific until they have succeeded in securing some one of the steamers running there, being careful to keep out of the track of our cruisers.

It is possible that Norville may not go.

Hogg is also known under the alias of Egenton and Esson. He is duly intrusted by S. R. Mallory to carry the scheme into execution.

There is also a plan to seize a steamer running from Idaho [sic] to San Francisco. This has been represented to me, but I can not place much reliance upon it. Nevertheless, it will be well to take precautions.

Will you please adopt measures to prevent the success of this piratical scheme, and if possible to capture the desperadoes.

I am, sir, very respectfully, your obedient servant,

THOMAS SAVAGE,
Acting Consul-General.

ALEX. R. MCKEE, Esq.,
U. S. Consul, Panama.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, of extended cruise of that vessel from August to October, 1864, transmitting correspondence with colonial officials.

U. S. S. TICONDEROGA,
Philadelphia Navy Yard, October 22, 1864.

SIR: I have the honor to submit the following report of the late cruise of this ship:

After leaving St. Thomas (from which place I wrote the Department) I proceeded south and touched at Martinique, where I communicated by boat with our consul. As he could give me no information of the movements of the *Florida*, I proceeded to Barbados, where I had been informed by our consul at St. Thomas that we had a depot of coal. Arriving there on August 8, and finding no coal, I had to purchase some 55 tons to fill up with. I remained at that place only long enough to take in the coal, and on the morning of August 10 I again proceeded on my way.

On August 15, latitude 6° 44′ N., longitude 46° 16′ W., finding that the supply of coal was reduced one-half, and judging by the average daily consumption of fuel that it would be impossible for me to reach the point mentioned in my instructions, I considered it advisable to put into Maranham, Brazil, in order to obtain a supply, as by so doing it would only take me some 200 miles out of my way.

I immediately stood for that port, and on the morning of August 19 made the land to the southward of the bar and ran down the coast until I was to the northward of Grand Crown [Coroa] Bank. The ship was then headed for the bar, and—as I had nothing but a general coast chart to guide me—the weather being quite hazy and the land barely discernible, I was so unfortunate as to ground on a small knoll outside and to the northward of the Grand Crown [Coroa] Bank. Fortunately the vessel was going slowly at the time, and the tide was rapidly rising. After striking with some force a half dozen times, I succeeded with all sail and steam in getting her off, and in one hour from the time of getting aground the vessel was again afloat and at anchor. I am happy to say that she has not received any injury so far as I have been able to find out, and the only loss sustained was that of the starboard bower anchor; this was caused by the breaking of the cable near the anchor, when heaving up for the purpose of changing my position.

Soon after getting aground Ensign George W. Coffin was dispatched in one of the cutters to the town to obtain a pilot and the assistance of a steamer. On his arrival, late at night, in company with our consul he called upon the governor, who immediately upon learning the critical situation of the ship at once ordered a steamer to be got ready and the

best pilots to be sent at early daylight. In the meantime one of the cutters, which had been sent in charge of Ensign A. S. Crowninshield to sound, was swept by the current some distance from the ship, and finding it impossible to return, had to make for the harbor, which, after much exposure and fatigue, he succeeded in reaching in time to communicate that the ship had been got off and only required the assistance of a pilot.

On the afternoon of August 20 a pilot was obtained from shore, and on the evening of the same day the ship was anchored off the town of Maranham, having at the time but 100 tons of coal on board and only ten furnaces in use, the others having been rendered useless by the bursting of tubes, etc.

I remained at Maranham just one week, the whole time being employed in repairing the engines and boilers and taking on board some 180 tons of coal, which was all that could be purchased at that place.

The promptness with which my request for assistance was met by the governor and the evident disposition he exhibited to be of service to me I beg leave to bring to the particular notice of the Department. On leaving I deemed it proper to address him a letter, thanking him for his kindness.

I sailed from Maranham on August 27, and from that time until [As] Rocas was sighted (September 5) I had to contend with a strong head wind, heavy head seas, and a westerly current of from 2½ to 3 knots per hour. Owing, also, to the bad working of the engines, caused by the indifferent quality of coal obtained at St. Thomas and Maranham and the bursting of tubes in the boilers, it took nine days to make a run of 600 miles, and required an expenditure of 235 tons of coal, which, under ordinary circumstances, could have been done in less than five days, and with an expenditure of 125 tons.

At 1 o'clock p. m. on September 5 [As] Rocas was sighted, and I ran near enough to have a full view of the island, but saw nothing whatever of the *Florida*.

At this time there were but 25 tons of coal on board, and three furnaces rendered useless by the bursting of tubes in the boilers. The fires were therefore put out and all sail made by the wind on the port tack. I was in hopes of being able to weather Cape San Roque and make Pernambuco, intending to obtain coal and then return to cruise in the neighborhood of [As] Rocas for two or three weeks; but it soon became evident that the ship would do nothing by the wind. She drifted dead to leeward, and for want of headsails carried her helm nearly hard up. I therefore bore up for the nearest port to leeward (out of the track of the prevailing hurricanes at this season of the year), and after a pleasant passage of seventeen days arrived at the island of Grenada.

After anchoring in the harbor an officer was sent to call upon the lieutenant-governor with the usual compliments, and to request that I might be permitted to purchase a sufficient quantity of coal to take me to Curaçao. He sent me word that he could not accede to my request, and a few hours later I received a communication from the colonial secretary refusing me permission to coal and requesting my departure from the port within twenty-four hours. A copy of this communication is enclosed.

The next morning I waited upon the governor and stated my reasons for touching at Grenada, at the same time handing him a communication in reply to his of the previous day (copy enclosed).

The interview was a very pleasant one, and I left him fully under the impression that I should be permitted to purchase some 20 tons of coal, which I had learned was all that could be obtained at that place.

Soon after my return I was surprised to receive a communication (copy enclosed) acknowledging the receipt of my letter, and regretting that he was unable to comply with my wishes.

I promptly obeyed the governor's order for my departure within twenty-four hours, and sailed from Grenada on September 23, arriving at Curaçao on the morning of September 27, with only 3 tons of coal in the bunkers.

At Curaçao I remained long enough to fill up with coal, paint ship outside, and make a few necessary repairs, on the completion of which I sailed for St. Thomas on the afternoon of the 7th instant.

It will no doubt be gratifying to the Department to learn that my stay at Curaçao was marked by the most friendly feeling on the part of the authorities and inhabitants.

On the 13th instant, after a pleasant run of two and a half days, I reached the port of St. Thomas, and on the following day was joined by the sloop of war *St. Louis*, from Porto Grande.

I awaited the arrival of the Havana steamer, but finding no orders or instructions from the Department, and there being nothing further to detain me at that place, I sailed on the evening of the 13th instant, leaving the *St. Louis* in port.

Before closing this report I beg leave to call the notice of the Department to the enclosed copy of a report of Chief Engineer Jones, and also a copy of an abstract from the steamer's log.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

COLONIAL SECRETARY'S OFFICE,
Grenada, September 22, 1864.

SIR: I have it in command from the lieutenant-governor to inform you that his orders are imperative that you should put to sea again within twenty-four hours after your entrance into this port, and that it will be out of his excellency's power to allow the *Ticonderoga* to take in coal or any supplies except such provisions as may be required for the immediate use of her crew.

I have the honor to be, sir, your obedient servant,

WM. MITCHELL,
Colonial Secretary.

Captain STEEDMAN,
U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Grenada, West Indies, September 23, 1864.

SIR: I have to acknowledge the receipt of a communication from the colonial secretary, informing me of your excellency's commands in regard to my vessel, and beg to state in reply that nothing but the most urgent necessity has induced me to enter this port.

At present I have but a half day's coal on board, and have been in this condition for the past twenty-six days. Under these circumstances, and as the coming month is one of the most dangerous in the West Indies, I would respectfully call the attention of your excellency to the fact that my propeller can not be triced up, and the extreme length of the vessel unfits her, without the aid of steam, to weather a hurricane or equinoctial gale in safety.

Earnestly requesting a reconsideration of your commands in a case of distress or necessity such as mine, I respectfully ask permission to purchase about 40 or 50 tons of coal, sufficient to carry me to the nearest port where there is a United States depot.

With feelings of the highest consideration, I have the honor to be, sir, your excellency's most obedient servant,

CHARLES STEEDMAN,
Captain.

His Excellency the LIEUTENANT-GOVERNOR, ISLAND OF GRENADA.

COLONIAL SECRETARY'S OFFICE,
Grenada, September 23, 1864.

SIR: I am directed by the lieutenant-governor to acknowledge the receipt of your letter of this date, and to inform you that his excellency exceedingly regrets that even under the circumstances represented he is unable to accede to your request.

I have the honor to be, sir, your obedient, humble servant,

WM. MITCHELL,
Colonial Secretary.

Captain STEEDMAN,
U. S. S. Ticonderoga.

Report of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. ship Ino, of the cruise of that vessel for the protection of the fishing interests in the vicinity of Newfoundland.

U. S. SHIP INO,
Portland, Me., October 24, 1864.

SIR: I have the honor to report that in obedience to the orders of the Department I left Hampton Roads on September 2 to cruise on and in the vicinity of the Banks of Newfoundland for the protection of our fishing fleet. I took a track parallel to the gulf, between it and the coast, thinking thereby my chances better for intercepting rebel cruisers than by keeping farther offshore. Owing, however, to almost continual head winds and gales, I did not arrive on the bank till the 18th. I then proceeded to the Virgin Rocks, knowing this vicinity to be the usual fishing ground, but after cruising several days and finding no vessels I cruised farther to the southward and eastward.

On the 27th I found two vessels in latitude 44° 40′ [N.], longitude 49° 30′ [W.]. I communicated and learned that most of the fleet had returned home, but that some six or eight sail remained and were on the bank farther to the southward. I accordingly proceeded, and on the 28th found them in latitude 44° 10′ [N.], longitude 49° 40′ [W.]. They also confirmed the statement made by the others, and informed me that a majority of these were to leave about the 1st of October; also that a few *vessels might* be found on the banks westward. They had not seen or

heard of any pirates in this vicinity, but had a report of one having been seen off the Nova Scotia coast on September 8. After cruising on this bank two weeks, communicating with all vessels when practicable, and having traversed it well over, I determined to cruise the balance of my time on the banks contiguous to the westward, viz, Green, St. Peters [Pierre], and Quereau [Banquereau]. Upon the latter I expected to find a few vessels, but I cruised the bank well over and found none. I decided upon my return to pass near to the coast of Nova Scotia, thinking this might afford some protection to fishermen, who are at this season returning from Bay of Chiloa [Bay of Chaleurs], and a better position to intercept rebel cruisers. I accordingly passsed to the northward of Sable Island, sighted Cape Canso, and followed the coast at a distance of from 15 to about 40 miles till up with Cape Sable at its western end, keeping a sharp lookout for suspicious vessels, and from thence I proceeded to this port, where I arrived to-day. The Department's instructions relative to the ship's disguise were carried out as far as possible. I had screens prepared for the guns, and when they were run in she would have had the appearance of a merchantman until close aboard.

I beg to add that I made every effort to obtain information and for the interception of cruisers by keeping in the track most frequented, but regret that I could not have met with the success I desired. During the cruise I have spoken and boarded twenty-four vessels, and have sailed, per log, 4,186 miles.

I am, sir, very respectfully, your obedient servant,

CHARLES A. FRENCH,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *October 24, 1864.*

Proceed with the *Ino* to Boston.

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant C. A. FRENCH,
Commanding U. S. Ship Ino, Portland, Me.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, of the departure of that vessel on convoy duty.

U. S. S. GRAND GULF,
Near Sandy Hook, October 24, 1864.

SIR: I have the honor to report that, in obedience to an order from Rear-Admiral H. Paulding of this date, I now proceed to convoy the California steamer *Ocean Queen* to Aspinwall and back.

I enclose herewith a complete descriptive muster roll of the crew and a separate list of the officers of this vessel.

I am, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, of having assumed command of the Pacific Squadron.

U. S. FLAGSHIP LANCASTER,
Off Panama, New Granada, October 25, 1864.

SIR: I have the honor to report to the Department that I have this day relieved Acting Rear-Admiral Charles H. Bell of the command of the Pacific Squadron.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Search for the C. S. steamers Chickamauga and Olustee (Tallahassee).

Order of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, to Lieutenant-Commander Parker, U. S. Navy, commanding U. S. S. Maumee, to cruise in search of C. S. S. Tallahassee.*

NORTH ATLANTIC SQUADRON, U. S. FLAGSHIP MALVERN,
Hampton Roads, October 26, 1864.

SIR: You will get underway without delay and go in pursuit of the *Tallahassee.* Keep 40 miles off the coast until you get up to the latitude of Boston, then proceed off the port of Halifax. Make enquiries as you go along about this vessel, and follow her wherever you can hear of her. Keep a good lookout off the port of Halifax for her, and see that she don't get in. Sink her at all hazards. If you find there is no truth in the reports, return to your station. You will not enter the port of Halifax unless in want of coal, and Portland is a better place to get it. If you hear of the *Tallahassee* committing any depredations follow her up and go on the banks among the fishermen. Come back on the track blockade runners would take if going to Wilmington. Resort to every expedient to get that vessel *Tallahassee.*

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander JAMES PARKER,
Commanding U. S. S. Maumee.

[Telegram.]

FORTRESS MONROE, *October 26, 1864.*
(Received at Washington 11:45 p. m.)

Steamer *Tallahassee* reported by prisoners to have run out on the 22d. I am sending in pursuit. Commanders say nothing of it.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES.

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*At this time the *Tallahassee's* name had been changed by the Confederates to the *Olustee,* and she did not make her escape from Wilmington until the night of October 29. The C. S. S. *Chickamauga* made her escape from Wilmington the night of *October 28.* See pp. 712, 836.—COMPILERS.

[Telegram.]

NAVY DEPARTMENT, *October 27, 1864.*

A vessel arrived at New York this morning and reports having seen a bright light about 40 miles E. S. E. from the highlands, supposed to be a vessel on fire.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

HAMPTON ROADS, *October 27, 1864—6:30 a. m.*
(Received in cipher 9:20 p. m.)

Tallapoosa is now near Montauk Point, having run the coast along 20 miles offshore. *Yantic* is now in the latitude of New York, steering 40 miles offshore. The *Maumee* is in the latitude of New York, 45 or 50 miles offshore, steering for Halifax [Nova Scotia], with orders to get there before the *Tallahassee.*

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Dumbarton, of chase of a vessel supposed to be the C. S. S. Chickamauga.

U. S. S. DUMBARTON,
Off Western Bar, Wilmington [N. C.], October 29, 1864.

SIR: I have the honor to report that at 6 hours and 40 minutes last night, Bald Head light bearing N. E. ½ E., Bug light N. ½ E, this vessel's head being in a W. by N. direction, going ahead under one bell, saw a flash of a gun and heard a report, bearing N. by W.; immediately after a rocket was fired in a westerly direction from the same point. We started ahead under full speed, steering W. by S. for about six or eight minutes, when we saw a large side-wheel steamer, with two smokestacks and two masts, about two points on our starboard bow. The bow pivot was immediately fired at her, which made the runner turn around W. S. W., bringing her right ahead of us, about 300 yards off; we now fired a rocket right ahead, which burst directly over the runner, revealing her so distinctly that for an instant we thought we could see men on her deck. The runner now turned his head S. S. W. and fired a rocket from his stern in a westerly direction. We immediately fired another rocket, which, however, exploded on our own deck. By the time we got another rocket ready the runner was bearing south. We fired a rocket over her, which again illuminated her for an instant. The runner now fired a second rocket in a westerly direction. All this time we were keeping directly astern of the runner, firing our forecastle pivot at her. She was, however, gaining distance all the time. I ordered pine wood to be thrown on the fires when the chase first began, in order to raise the steam, but we were unable to get it above 15 pounds. At about 7 hours and 20 minutes p. m. two blockaders kept firing on our starboard quarter, and we were making a great

deal of black smoke, and, thinking they were chasing us, I ordered a light to be hung over our stern. But this did not seem to have the desired effect, as they still kept up the firing at intervals of some five or ten minutes. All this time we were steering S. by E. with the runner in full sight, but gradually gaining distance from us. As we were making a great deal of black smoke, and as the firing was still kept up on our starboard quarter, at 7:50 I ordered Coston's signal No. 8 (being the challenge for the night) to be burned, which was immediately answered by two vessels bearing N. W., which had the desired effect, for there was no more firing in that direction that we could hear or see. At 8 o'clock p. m. the chase was hardly visible; at 8:15 p. m. she was out of sight altogether. We now hove the log, and found the ship was going 10 knots per hour. At 9 o'clock p. m. we turned around and returned to our station, as I judged it useless to chase a vessel so very much our superior in speed any longer. At this time we judged ourselves to be about 23 miles off land, Bald Head light bearing N. ½ W.; at 11:30 got back on our station. In conclusion, I most respectfully beg leave to state that if there is any such thing as hitting a vessel at night the runner in question must have gotten several shots into her, as she was at one time not over 300 yards distant.

I have the honor to be, very respectfully, your obedient servant,

H. BROWN,
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS, U. S. Navy,
Commanding Division off Western Bar, Wilmington Blockade.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Dumbarton, of chase of vessel supposed to be the C. S. S. Olustee (Tallahassee).

U. S. S. DUMBARTON,
Lat. 32° 56′ N., Long. 78° 22′ W., October 30, 1864—Noon.

SIR: I have the honor to report that last night at 6:30 p. m., Bald Head light bearing N. E. ¾ E., Bug light N. ¾ E., saw the flash of a gun and heard the report, bearing N. by W.; immediately after a rocket was fired from the same bearing in a S. S. W. direction.

We immediately started ahead under full speed, steering west. After standing a few minutes in this direction we saw a long, low, schooner-rigged propeller, with two smokestacks, standing across our bow. As the passengers and crew of the blockade runner *Lady Sterling*, captured the previous night, gave information that the pirate *Tallahassee* was coming out this night, I immediately took her to be that notorious craft, as she answered in every way to her description, and opened upon her with our forecastle pivot, and fired a rocket in a S. S. W. direction. This made the runner turn to the westward. I immediately fired a rocket in that direction. The runner now turned his head right for the bar again, but I altered our course so as to intercept him. Becoming aware of this, he turned right around and stood out again.

All this time the runner was not over a thousand yards distant. We were firing at him with our forecastle pivot, indicating to the fleet every fresh direction he was taking by throwing rockets, as I was very anxious that he should be cut off by some of the outside blockaders.

After he was turned offshore and was going out one of the blockaders to the westward began to fire at him, and at about 7 o'clock the

U. S. S. *Maratanza* came up on the port beam and began to fire; but she, however, was soon lost sight of astern. At this time we were steering S. ½ W. directly after the runner, firing our pivot and rockets. We passed close by the coal schooner lying at the day station, and I believe the *Vicksburg* fired a shot at us as we passed, mistaking us, no doubt, for the runner, as we were making black smoke, burning pine wood, and throwing pork on the fires; but, to my great chagrin, I found we were slowly but gradually losing distance. This I attribute entirely to the foul state of this ship's bottom. I have not the least doubt but that this vessel is in every respect as fast as either of the blockade runners we have chased this last week. They, no doubt, are clean and well prepared for running, while this vessel is very foul. I have had the bottom scraped and scrubbed as far as we could reach, but that was no farther than the length of a boat hook, that being the longest staff of any kind on board this vessel. I attempted to get some in Beaufort the last time I was there coaling, but was unable to obtain it, nor could I get a piece of yellow pine on board to make some of.

At 8 o'clock she was plainly in sight about 1 mile off. She made a great deal of white water with her propeller, more than I have ever seen any vessel make before; this is no doubt owing to her having two propellers. At 9 o'clock I myself had lost sight of her, though several of the officers and men still thought they could see her until 11:30, when everyone agreed that she was indeed out of sight; but as I was firmly convinced in my own mind that the runner was the *Tallahassee*, and I have no doubt when she arrives in the neutral ports of Nassau and Bermuda, and having discharged her cotton, she will again make her appearance, fully manned and equipped for the purpose of destroying our commerce. With these considerations I judged it my duty to keep up the chase as long as there was a possibility of catching her. Hence I ordered the chase to be kept up all night, altering the course to S. by E., as the last we saw of her she was thought to have inclined a little to the eastward.

At daylight we found ourselves in latitude—— and longitude ——, but there was no appearance of any vessel of any kind within our circle of vision. At 6:06 a. m. I gave orders for the ship to be turned back to the blockading station, and directed the engineers to make all possible speed, so as to be back again before dark.

I am, sir, your obedient servant,

H. BROWN,
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS,
Commanding Third Division off Western Bar, [*N. C.*]

[Telegram.]

NEW BEDFORD [MASS.], *October 30, 1864.*
(Received at Washington 6:15 p. m.)

The *Maumee* arrived here at 11 a. m. to-day. Am coaling, and leave for Halifax to-morrow afternoon unless otherwise ordered by Department. Have heard nothing of the *Tallahassee*. Was somewhat hurt by the gale of Friday; machinery all right.

JAS. PARKER,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

[U. S. S. TALLAPOOSA,]
Portland, Me., October 30, 1864—7 a. m.
(Received at Washington 3 p. m.)

SIR: I report my arrival here to enquire about the *Tallahassee*. No news thus far of her. I proceed immediately to Halifax. No delay here.

Respectfully, your obedient servant,

JOS. E. DEHAVEN,
Lieutenant-Commander, U. S. Navy.

Hon. G. WELLES, *Secretary.*

Report of Lieutenant-Commander Parker, U. S. Navy, commanding U. S. S. Maumee, of the cruise of that vessel from Hampton Roads in search of C. S. S. Olustee (Tallahassee).

U. S. S. MAUMEE,
New Bedford, Mass., October 31, 1864.

SIR: I have the honor to report the arrival of this vessel here yesterday at 11 a. m.

I started from Hampton Roads without being able to fill up with coal. The gale of Friday and Saturday last detained me, and I had to put in here for coal instead of at Portland, as my orders contemplate.

The gale damaged the vessel somewhat, but the damage has since been repaired.

I have been engaged in coaling, which at midnight this p. m. is not yet completed, but will be by daylight.

On my way here I heard nothing of the pirate *Tallahassee*, nor have I here heard of her, and have nothing more than the first newspaper statements that were published as to her escape from Wilmington some ten days since.

I noticed a telegram in this evening's paper to the effect that the gunboat *Mobile* had been spoken Thursday last by a vessel that has arrived at New York, the *Mobile* being in chase of the *Tallahassee*. I spoke a vessel on Thursday and requested to be reported. The captain probably misunderstood the name.

I telegraphed my arrival yesterday to the Department, and stated that I should sail this evening for Halifax unless otherwise directed by the Department. No reply having been received, I shall accordingly sail for that port as soon as coaled, probably before 8 a. m. to-morrow.

I have the honor to transmit a copy of Admiral Porter's instructions* to me.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

HALIFAX, NOVA SCOTIA, *November 1, 1864.*
(Received at Washington 5:35 p. m.)

SIR: I report arrival of this vessel (*Tallapoosa*) here this a. m. No news of the *Tallahassee* or *Edith*. Two blockade runners here.

J. E. DEHAVEN,
Lieutenant-Commander, U. S. Navy.

Hon. G. WELLES.

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* See p. 308.

Report of Lieutenant-Commander DeHaven, U. S. Navy, commanding U. S. S. Tallapoosa, of cruise in search of the C. S. steamers Chickamauga and Olustee (Tallahassee).

U. S. S. TALLAPOOSA,
Halifax Harbor, Nova Scotia, November 1, 1864.

SIR: I have the honor to report my arrival off this port last night with the vessel under my command, and my entrance this morning, in accordance with your instructions.

I have coasted as desired by you, speaking numerous vessels, but obtaining no intelligence of the object of my search.

A heavy gale arising on the afternoon of the 29th ultimo, I was compelled to make a lee under Martha's Vineyard (Holmes' Hole Harbor). As soon as the storm abated I proceeded on my course. It was my intention to communicate with you at Cape Ann, but night overtaking me I pushed on, reaching Portland Harbor on the morning of the 30th ultimo. Communicated with the authorities on shore, and at the same time dispatched a telegram to you. Receiving no information of the *Tallahassee* or *Edith*, I proceeded without delay to this port.

The weather during the first, second, and third days out was boisterous and disagreeable, but on the fourth and fifth pleasant, with favoring winds. Nothing has been heard here of the *Tallahassee* or the *Edith*, which latter vessel was reported to have run out of Wilmington in company with the former.

Some difficulty has been experienced with the wheel ropes of this vessel, but little or no delay has been occasioned thereby.

I left Hampton Roads with a full supply of coal, but owing to the quantity consumed, averaging from 20 to 22 tons daily, I shall be compelled to coal up here.

I respectfully enclose and submit herewith the report of David Smith, first assistant engineer in charge, in which the undue and enormous expenditure of coal is fully explained.

I am, sir, very respectfully, your obedient servant,

JOSEPH E. DEHAVEN,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads, Va.

[Telegram.]

NEWPORT [R. I.], *November 2, 1864.*
(Received at Washington 8 p. m.)

The *Tallahassee* sunk two schooners 7 miles south of Block Island last evening.

W. H. CRANSTON, *Mayor.*

Hon. GIDEON WELLES.

[Telegram.]

NEWPORT [R. I.], *November 2, 1864.*
(Received at Washington 8 p. m.)

The *Tallahassee* steered for Montauk Point after capturing schooner. The captain found newspapers on the *Good Speed* by which he would see that vessels were after him and would probably go toward Halifax.

W. H. CRANSTON, *Mayor.*

Hon. GIDEON WELLES.

[Telegram.]

PHILADELPHIA, *November 3, 1864.*
(Received at Washington 7:45 p. m.)

There is a report here that the pirate *Tallahassee* came into Delaware Breakwater to-day and destroyed several vessels. No confirmation as yet received, but report comes through a pilot arrived to-night.

W. W. FULTON,
Agent Associated Press.

Hon. GIDEON WELLES.

Letter from the deputy surveyor to the surveyor of the port of New York, urging, in view of depredations by C. S. S. Olustee (Tallahassee), protection for the eastern entrance to Long Island Sound.

SURVEYOR'S OFFICE, CUSTOM-HOUSE,
New York, November 3, 1864.

SIR: I notice by the papers of this a. m. that the pirate *Tallahassee* recently boarded and scuttled a schooner 7 miles south of Block Island. Block Island lies just east of Long Island Sound.

The appearance of the *Tallahassee* at this point confirms the opinion expressed in a recent report that the desperadoes who recently left Havana and Nassau for Halifax would make an attempt to take one or more of our steamers running between here and Boston.

I would very respectfully call your attention to this subject, and take the liberty to enquire if measures should not be taken immediately to guard the entire passage of Block Island Sound.

I am, sir, with great respect, your obedient servant,

GEO. H. SHIRLEY,
Deputy Surveyor.

Hon. A. WAKEMAN,
Surveyor of the Port.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1864.*

The *Tallahassee* burned two schooners 7 miles south of Block Island November 2. We have no vessels north. You must send out vessels from the Roads. She left Halifax on her previous raid August 19, and according to the Queen's proclamation can not go into an English port again for ninety days.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1864.*

It is reported that the *Tallahassee* has been in Delaware Breakwater to-day and burned several vessels there. I think it probable that she is looking for coal, for she can not go into an English port until November 19. If she can not coal she must return to Wilmington. She could probably carry coal from Wilmington to Block Island and back, but not much farther.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1864.*

You are authorized, if in your judgment it is advisable, to fit out any prizes in Boston to pursue the *Tallahassee*, and you may charter Mr. Forbes's new vessel, the *General Grant*, and arm her for a week's cruise.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

Report of commandant navy yard, Philadelphia, regarding measures of protection against the depredations of C. S. S. Olustee (Tallahassee).

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, November 3, 1864.

SIR: I have the honor to inform the Department that I have received information by telegraph from Rear-Admiral Paulding as to further depredations of the pirate *Tallahassee.*

I have directed the commanding officers of the *Princeton*, *Bermuda*, and *Donegal* to hold themselves in readiness to resist any attack, etc., should she come up this river.

I have also instructed the commanding officers of Forts Delaware and Mifflin to keep a sharp lookout for her.

I have the honor to be, very respectfully, your obedient servant,

R. WERDEN,
Commandant pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CHARLESTOWN, MASS., *November 3, 1864.*
(Received at Washington 5 p. m.)

In my judgment there is not a prize vessel in Boston fit to send in pursuit of the *Tallahassee.* An officer will be sent to examine the *General Grant*, when I will report.

S. H. STRINGHAM,
[*Commandant.*]

Hon. G. WELLES.

[Telegram.]

CHARLESTOWN, MASS., *November 3, 1864.*
(Received at Washington 5 p. m.)

The *Ino* is the only vessel I can send in pursuit of the *Tallahassee.* Shall she be sent on a short cruise?

S. H. STRINGHAM.

GIDEON WELLES,
Secretary of the Navy.

Report of the commandant navy yard, New York, transmitting copy of orders to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Shawmut, to cruise in search of C. S. S. Olustee (Tallahassee).

NAVY YARD, NEW YORK, *November 3, 1864.*

SIR: I have dispatched the U. S. S. *Shawmut*, Lieutenant-Commander George U. Morris, in search of the *Tallahassee*.

Enclosed is a copy of the orders given to her commander.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

NAVY YARD, NEW YORK, *November 3, 1864.*

SIR: You will proceed to sea with the U. S. S. *Shawmut* under your command in search of the pirate *Tallahassee*, reported as having sunk two schooners off Block Island. Enclosed are copies* of two dispatches from the mayor of Newport, R. I., which will somewhat govern you in your movements.

I also enclose a copy of instructions from the Department under date of 27th August last, which is furnished for your guidance.

Respectfully, your obedient servant,

H. PAULDING,
Commandant.

Lieutenant-Commander GEORGE U. MORRIS,
Commanding U. S. S. Shawmut, New York.

[Telegram.]

U. S. FLAGSHIP MALVERN,
Hampton Roads, November 4, 1864—1 a. m.

Unless you have positive information about the *Tallahassee* going into the breakwater, I don't think it is so. The *Sassacus* should be there, detained by this easterly gale, which has been blowing heavy for two days. The *Tallahassee*, if there, would have to seek shelter and not expose herself by burning anything. It is blowing heavy now from east, but the *Mackinaw*, *Monticello*, and *Montgomery* will go in chase at daylight unless I hear from you contradicting the report.

DAVID D. PORTER,
Rear-Admiral.

G. V. FOX,
Assistant Secretary.

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* See p. 313.

Report of the commandant navy yard, New York, of the sailing of U. S. steamers Shawmut and Fahkee.

NAVY YARD, NEW YORK, *November 4, 1864.*

SIR: The U. S. steamers *Shawmut*, Lieutenant-Commander G. U. Morris commanding, and *Fahkee*, Acting Master F. R. Webb commanding, left this yard yesterday; the former at 3:30 p. m., the latter at 6 p. m.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

FORTRESS MONROE, *November 4, 1864.*
(Received at Washington 6:45 p. m.)

Mackinaw steering N. N. E., *Monticello* steering N. E. by N., *Sassacus* E. by N., *Saco* S. E., *Massasoit* cruising off Cape Henry, *Montgomery* running the coast down as far as Cape Fear, and three others are now out after the *Tallahassee*. Notice has been sent to all blockaders, notifying them that the *Tallahassee* is out and making for Wilmington or Charleston.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES, *Secretary Navy.*

[Telegram.]

FORTRESS MONROE, *November 4, 1864.*
(Received at Washington 7 p. m.)

Mackinaw, *Massasoit*, and *Monticello* have left in search of *Tallahassee*. *Sassacus* and *Montgomery* leave immediately.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES, *Secretary Navy.*

[Telegram.]

NAVY DEPARTMENT, *November 4, 1864.*

Have you armed vessels enough for an emergency? One or two can be sent from Hampton Roads.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NEW YORK, *November 4, 1864.*
(Received at Washington 7:45 p. m.)

There are no armed steamers here ready for an emergency.

A. LUDLOW CASE,
For Commandant.

Hon. GIDEON WELLES, *Secretary Navy.*

[Telegram.]

NAVY DEPARTMENT, *November 4, 1864.*

The following telegram has just been received from New York:

Bark *Albion Lincoln*, from Portland for Cuba, arrived at this port this a. m., having on board the captains and crews of the ship *Shooting Star*, from New York for Panama, barks *M. L. Potter*, from Bangor for Montevideo, and *Emma L. Hall*, from Cardenas for New York, all burned by Confederate steamer *Chickamauga*, which left Wilmington October 27. The *Shooting Star* was burned October 31 in latitude 39° 20′ [N.], longitude 70° [W.]; bark *E. L. Hall* same day, and bark *M. L. Potter* the day previous.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 4, 1864.*

Send the *Susquehanna* and *Monadnock* to New York, to be there Monday without fail.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *November 5, 1864.*

It is reported that four privateers are out of Wilmington. Three have actually committed depredations, namely, *Tallahassee*, *Chickamauga*, and *Olustee*.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

[Telegram.]

NAVY DEPARTMENT, *November 5, 1864.*

Ino need not go, nor the prize steamer, nor steamer *General Grant*.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston.

[Telegram.]

BROOKLYN, N. Y., *November 5, 1864.*
(Received at Washington 10 p. m.)

Telegram from Portsmouth, N. H., says:

U. S. consul at Halifax telegraphs that the *Tallahassee* will go to St. John, New Brunswick, for coal.

A. MURRAY,
Commander, U. S. Navy.

H. PAULDING,
Commandant, [Brooklyn, N. Y.]

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 5, 1864.*

Let the *Colorado* go out on a few days' cruise, using her sails principally.

Did you receive telegram about *Susquehanna* and *Monadnock?*

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. Marblehead, of the efficient service performed by Midshipman McCalla and others.

U. S. GUNBOAT MARBLEHEAD,
Newport, R. I., November 5, 1864.

SIR: During the past few days that the *Marblehead* has been in search of the rebel privateers Midshipman McCalla and others of the graduating class were detailed for duty on board. They were placed on watch in the engine room in charge of the engine, the same as engineers on board a man-of-war, and they performed the duties in a ready and most efficient manner, and this without the supervision of the regular engineers on board.

During this time the weather has been stormy and the sea rough, which rendered their task one difficult of accomplishment.

I am, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Commodore G. S. BLAKE,
Superintendent Naval Academy.

[Telegram.]

U. S. FLAGSHIP MALVERN,
Hampton Roads, November 5, 1864—12 midnight.
(Received at Washington 12:10 a. m. 6th.)

No truth in the rumor about the *Tallahassee* being in Delaware Breakwater. *Mackinaw* has just returned; heard nothing of her and has gone out again.

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY YARD, NEW YORK CITY, *November 6, 1864.*
(Received at Washington 6:15 p. m.)

I have ordered the *Augusta* as the only available vessel for convoy of California steamers. By means of tugs and our old gunboats we have force enough here. The *Monticello* telegraphed from New London just now for information of *Tallahassee*. I have given him what I conveyed to Department yesterday. General Butler is here and troops arriving. All is quiet, and we do not apprehend trouble, and are prepared.

H. PAULDING,
Commandant.

Hon. G. WELLES.

[Telegram.]

NEW YORK, *November 6, 1864.*
(Received at Washington 10:30 p. m.)

This morning captain of *Monticello* telegraphed from New London he had heard [the] *Tallahassee* was in Gardiner's Bay. Now he thinks the information unreliable, as a revenue cutter was there. I respectfully submit to [the] Department [that] this officer should have gone to Gardiner's Bay and to sea. Why remain in New London sending me such communications?

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 6, 1864.*

The following telegram was sent you on the 4th instant:

Send the *Susquehanna* and *Monadnock* to New York, to be there Monday without fail.

Send them immediately.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, of cruise in search of C. S. steamers Chickamauga and Olustee (Tallahassee.)

U. S. S. YANTIC,
Portland, Maine, November 6, 1864.

SIR: In obedience to your order of the 26th ultimo I left Hampton Roads in search of the pirate *Tallahassee*, keeping close in to the coast in accordance with your instructions, and reached Halifax, Nova Scotia, November 1, without obtaining any information in regard to the object of my search.

On reaching Halifax I called upon the governor (General Doyle) and the admiral (Sir James Hope), and from both received great courtesy, with friendly offers of assistance, etc.

It was the opinion of the American consul that the *Tallahassee* would not come to Halifax, as the summary and not overcourteous manner with which she was ejected from that port during her late raid must be fresh in the memory, and would most likely suggest some more friendly port. I found at anchor two blockade runners, the *Old Dominion* and *Charlotte*, with valuable cargoes, the former all ready to sail, but the arrival of the *Tallapoosa* and *Yantic* may cause some change in their programme. Halifax swarms with secessionists and their sympathizers, and our arrival, I understand, has caused great excitement among them; in fact, after anchoring I was welcomed by cheers [jeers?] and remarks that certainly could not be construed into anything complimentary.

As the twenty-four-hour rule established by the proclamation of Earl Russell is still in force, and although the officials seemed disposed to place the most liberal construction upon it, I deemed my presence there longer unnecessary, and left for this place on the morning of the 3d and arrived here to-day about meridian.

The passage to Halifax and from there to this place was very boisterous, and we experienced very heavy weather.

I can not repress a feeling of anxiety in regard to the *Tallapoosa*. She was to have left Halifax a few hours later than this vessel, and must have been in the same southeast gale off the Bay of Fundy, which was one of great violence, accompanied by one of the most terrific seas I ever witnessed.

The *Yantic* has proved herself a most admirable sea boat, and has passed through this bad weather unscathed.

I am now employed coaling, and will leave as soon as finished. I shall employ all dispatch. My destination will be guided by any news I may hear of the *Tallahassee* prior to my departure.

I have the honor to enclose you a description of the *Charlotte and Mary*.

Very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander DeHaven, U. S. Navy, commanding U. S. S. Tallapoosa, of the arrival of that vessel at Boston from cruise in search of C. S. S. Olustee (Tallahassee).

U. S. S. TALLAPOOSA,
Off Navy Yard, Boston, November 7, 1864.

SIR: I have to report my arrival here this morning with the vessel under my command in a disabled condition.

I entered Halifax a second time on the morning of the 3d instant for the purpose of coaling ship, and, as soon as possible thereafter, proceeded to Hampton Roads, as directed by Rear-Admiral Porter in his instructions to me.

But hearing through the U. S. consul that the *Tallahassee* was committing depredations on the Long Island coast and in the vicinity of Boston, I took in but 20 tons of coal, went out of the harbor that evening, cruised off and on till the next morning for the purpose of intercepting, if possible, her entrance into that harbor, and then steamed to the southward and westward, speaking vessels as fallen in with, but obtaining no tidings of the object of my search.

On the 4th instant a heavy southeasterly gale was encountered, lasting twelve hours, and on the following day a northwesterly gale, by which my progress was considerably retarded.

On the evening of the 5th instant the after rudder* was disabled by the breaking of the key confining the spindle to the rudder casing. The rudder was finally secured, but not without much difficulty and delay, as it was perfectly uncontrollable, and accident alone favored the insertion of the securing bolt.

The spar deck under the pivot guns was sprung by the weight of metal thereon, conjoined to the rolling of the ship and the heavy seas coming on board. By shoring up the decks promptly the guns were prevented from forcing their way through.

On the morning of the 6th instant the key in the forward rudder* gave way, leaving the vessel to all intent and purposes rudderless. Fortunately the wind was from the northward and westward, and wishing to reach Boston, the vessel's head was easily kept to the wind, and the rudder finally secured at a favorable moment.

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* The *Tallapoosa* was a side-wheel double-ender, with a rudder at each end.—COMPILERS.

Two composition keys, one iron key, and one steel key, have been carried away within a month's sea service, and twice has this ship been in peril from that cause.

I have represented the weakness of the keys and their inability to withstand the shock of a sea to Naval Constructor Delano, at New York, and to Naval Constructor Hanscom, at Norfolk, and twice have I been assured that the keys were sufficiently strong to withstand any sea. My experience, dearly bought, has proved conclusively that it is otherwise.

That the spar deck has not strength to support its present battery can be seen at once by its giving way and the necessity of shoring the deck.

My movements up to the 2d instant have been communicated to Rear-Admiral Porter, and are doubtless now on file at the Department.

I was courteously received by the authorities at Halifax and by Vice-Admiral Sir James Hope, and much good feeling was evinced on their part.

I am, sir, very respectfully, your obedient servant,

JOSEPH E. DEHAVEN,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

FORTRESS MONROE, *November 8, 1864.*
(Received at Washington 9:45 a. m.)

I think only the *Olustee* and *Chickamauga* are out. They will go to St. John [New Brunswick] for coal. I have sent a gunboat there.

DAVID D. PORTER,
Rear-Admiral.

G. V. FOX,
Assistant Secretary.

[Telegram.]

HAMPTON ROADS, *November 8, 1864.*
(Received at Washington 6:55 p. m.)

I ordered the *Sassacus* to steer due east in pursuit of the privateers. She sighted one of them on the morning of the 5th, gave chase, and chased until 9 p. m. of the evening of the 6th, gaining slowly until the enemy apparently threw over his guns and other things. Chased him past Wilmington, the enemy steering south and was lost in the dark. Never quite succeeded in getting him in good range of guns.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Parker, U. S. Navy, commanding U. S. S. Maumee, of the cruise of that vessel and arrival at New York navy yard.

U. S. S. MAUMEE,
Navy Yard, New York, November 8, 1864.

SIR: I have the honor to report the arrival at this port of the *Maumee*, under my command.

She came in for coal and for the repairs indicated in the enclosed *reports (A and B)* from the engineer in charge of the machinery.

Hampton Roads on the 26th ultimo under an order of Rear-
Porter, a copy of which I forwarded to the Department from
ford on [October 31].
already reported to the Department my proceedings up to the
ıy arrival at that place and my reason for going in there, viz,
ınd information. I was not able to get away from there until
noon of the 1st instant, at which time I started to cruise to
ard of Cape Cod and to go off Halifax.
3d instant I put into Portland, Me., for information, and
there four hours. I heard there of the depredations of the
f Block Island (sinking of schooner *Goodspeed*), and upon con-
with ex-Governor Washburn, collector at Portland (whose
ıgreed with my own), concluded it best to cruise down the
ısetts Bay toward and southeast of Cape Cod, judging it proba-
he pirates would come that way.
4th instant I met with a furious (S. E. to S. W.) gale, which
me until the 5th, on which day at noon I made Chatham
ssachusetts, and started for Provincetown Harbor, intending
there for news and information and go thence off Halifax.
afternoon of the 5th, before I got up to Cape Cod, it came on
quite heavily from N. W., and when off Highland lights the
bilge pumps broke down and my engineer made the report A.
ıable to make headway against the gale, I put about and
own through the Vineyard Sound and along to the southward
Island to this port.
ntauk Point (on the —— instant) I met the *Mackinaw* (Com-
Beaumont), on a cruise from Hampton Roads. All well.
ıorning in a very dense fog the vessel got ashore on Long
each. The sea was perfectly smooth, and I got her off in an
ıout the slightest damage being done to her.
n as coaled I can go to sea again, for the auxiliary feed pump,
, and main engines are in good order, but the vessel can not
ıt until repairs to the feed and bilge pumps are made.
seen or heard nothing of the pirates, except what the news-
ntain.
met with and boarded very few vessels, except a large fleet of
off Chatham and in the Vineyard Sound.
ssel has been under steam all the time she has been at sea
r sail and steam whenever sails would draw. The *Maumee*
isconnect the propeller from the engines except by breaking
ctions between the crank and piston, and under the circum-
did not think it proper to do this.
ry respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, Commanding.

IDEON WELLES,
Secretary of the Navy.

[Telegram.]

HALIFAX, *November 8, 1864.*
(Received at Washington 9:15 p. m.)

rrived here this morning; leave this p. m. No news concern-
allahassee.

GEORGE U. MORRIS, U. S. Navy,
Gunboat Shawmut.

IDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 8, 1864.*

Have the *Kearsarge* got ready for sea, and if the pirates are heard of to the eastward send her out. Report amount of money required to pay off all who participated in the fight with the *Alabama* and also those whose term expires this year.

GIDEON WELLES,
[*Secretary of the Navy.*]

Rear-Admiral STRINGHAM,
Commandant Navy Yard, Boston.

Order of the Secretary of the Navy to Captain Berrien, U. S. Navy, commanding U. S. S. Monadnock.

NAVY DEPARTMENT, *November 9, 1864.*

SIR: Return with the *Monadnock* to Hampton Roads and report to Rear-Admiral D. D. Porter. The *Susquehanna* will accompany the *Monadnock.*

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding U. S. S. Monadnock, New York.

Report of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, of chase by U. S. S. Sassacus, Lieutenant-Commander Davis, U. S. Navy, of the C. S. S. Olustee (Tallahassee).

NORTH ATLANTIC SQUADRON, U. S. FLAGSHIP MALVERN,
Hampton Roads, November 9, 1864.

SIR: Enclosed I send a report from Lieutenant-Commander J. L. Davis, commanding U. S. S. *Sassacus*, in relation to his chase of the *Tallahassee* or *Chickamauga.**

Lieutenant-Commander Davis spoke the *Saco* after the chase, and after that the *Saco* fell in with four blockaders, chasing, closing in, and gaining on a vessel answering the description of the vessel chased by the *Sassacus.*

The *Saco* chased also, but was soon left behind by the pursuers and pursued. The runner stood in for Wilmington bar. It was in the daytime, and she was likely captured or run on shore.

There is a rumor here that two blockade runners were run on shore and destroyed; I don't know if it is true.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. SASSACUS,
Hampton Roads, November 9, 1864.

SIR: In obedience to your order of the 4th instant to go in search of the *Tallahassee* I have the honor to report that at 3 p. m. on that day we

*The vessel chased by the *Sassacus* was the C. S. S. *Olustee*, formerly called *Tallahassee.*

took our departure from Cape Henry and steered E. 91 miles, when, at 4 a. m. the 5th instant, stood N. W., a gale blowing from that direction with a heavy sea. At 3:30 p. m., in latitude 37° 21′ N., longitude 74° 51′ W., discovered a suspicious steamer on the port beam about 10 miles distant, the appearance of which satisfied me from accounts received that the stranger was the *Tallahassee*. She was standing to the southward and eastward toward a brig in sight. At once I kept away, and made all sail the ship would bear and steam that could be raised in chase. It was not long until our movement was seen, and the strange steamer altered her course to the southward and westward, setting fore and aft her only sails, and covered with smoke issuing from her two stacks.

We had the advantage in being able to make more sail, and soon found ourselves gaining, and continued to do so until the moon set, about 10 o'clock. At 8:30 p. m. opened fire from a Dahlgren 20-pounder on the hurricane deck. This caused the stranger to steer wildly from S. by E. to S. by W. I felt sure he was ours, and continued every effort in my power to close with him before the moon disappeared. But, notwithstanding all eyes and glasses were in use, we lost sight of him after the moon went down, when not more than 2 miles apart, in latitude 36° 13′ N., longitude 74° 31′ W.

I determined to find him if I could, and steered south at about 10 knots speed, when, at daylight the 6th, in latitude 35° 45′ N., longitude 73° 50′ W., made him out ahead distant about 12 miles. With the fires cleaned, and every preparation made before this, started in pursuit again.

By this time there was no more wind, and we had to depend on our engines and trimming ship. Fortune seemed to favor us, for by 11 o'clock we had raised his hull, being about 5 miles off, making him out to be a white-painted propeller steamer of about 800 tons, two white masts; the foremast looked longer than the mainmast; two white smoke-stacks, one forward of the other.

Again I congratulated myself and the ship that the *Tallahassee* would soon be our prize. At this time I imagine he lightened ship, for he held his own, and during the rest of the day we would gain and lose a little.

I would say right here there is no doubt but we would have caught the chase if steam could have been maintained, for, with 35 pounds of steam at 12½ knots we always gained. But raw firemen were not equal to the emergency, and the steam would fall to 30 pounds, and sometimes lower; and again, this vessel was deeper than ever before, coming from the Philadelphia Navy Yard on the 1st instant full of coal, ammunition, provisions, etc., and did not go as fast as she has gone when in lighter trim.

At about 6 o'clock p. m., in latitude 34° 25′ N., longitude 75° 45′ W., both vessels heading W. S. W. ½ W., lost sight of him. This course would bring the east bar off Wilmington. We kept on in hopes of overhauling him, as it would take about 12 knots an hour to get there to enable him to attempt to run in before daylight.

At midnight got a cast of the lead in 10 fathoms water—less than we ought to have had. I hauled off to S. W. under easy steam until daylight on the 7th. Finding it impossible to reach the bar before daylight, and knowing I had driven him inside the outer blockade of Wilmington, and believing he could not get in that night, I consoled myself in the disappointment and chagrin attending his escape up to this time, that the chances still were in our favor that he would be caught.

On the 7th I communicated with the senior officer, Lieutenant-Commander Belknap, at the eastern bar, and related the foregoing facts, who assured me that no vessel had gone in the night before, and who promptly made such arrangements for the night as would prevent any vessel getting by. It would have been my happiness to have delivered to you and the country the notorious *Tallahassee*. Consequently it is with deep regret I make this report.

Enclosed herewith is a communication from Second Assistant Engineer John W. Huxley, which is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

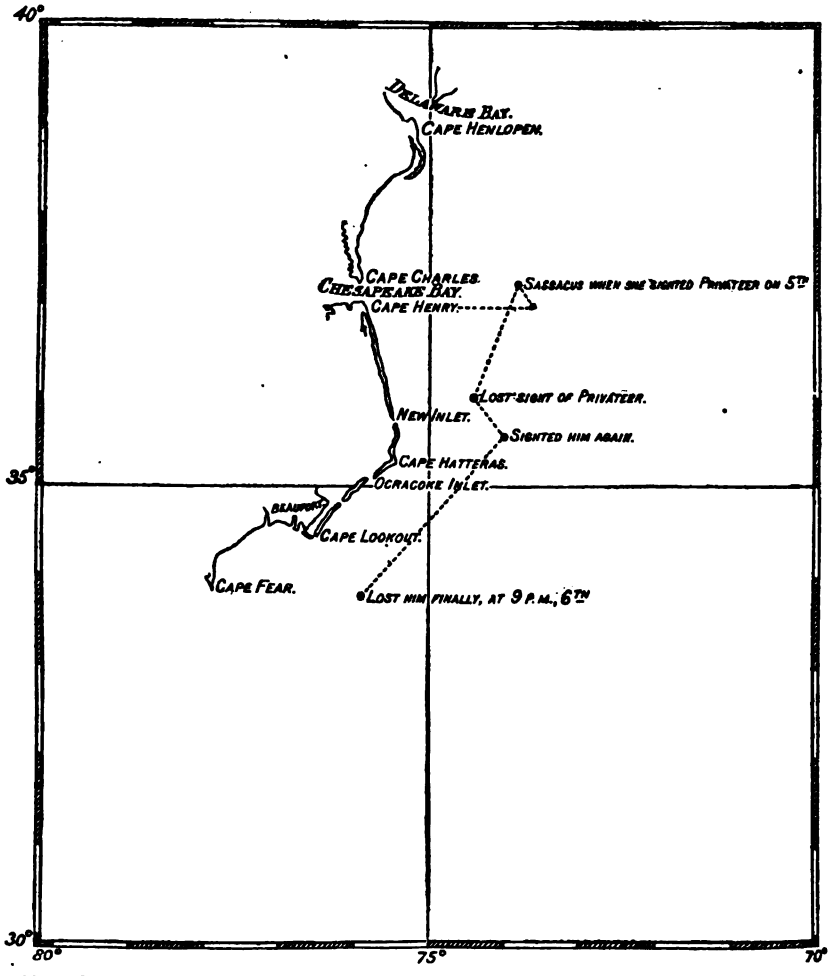

Chart showing the place where the *Sassacus* sighted the privateer and distance she chased. The privateer, it is likely, was bound to the mouth of Chesapeake Bay to get coal. A gun-boat is stationed there.

U. S. S. SASSACUS,
At Sea, November 8, 1864.

SIR: I have the honor to report that during the twenty-six hours' chase of the steamer supposed to be the pirate *Tallahassee* on the 5th and 6th of this month, although the engine and boilers worked well, it required the utmost care and exertion on the part of the engineers to urge and keep the fires to their utmost duty, owing to the reductions of the number of firemen, their incompetency, and inexperience, all of them having just been transferred to the ship a few hours before leaving Philadelphia on the 1st instant, and almost totally unacquainted with the machinery. A number of them gave out entirely, their places having to be supplied by landsmen from the deck.

Under these circumstances it was impossible to carry an average of more than 30 pounds of steam during the chase, although nothing was left undone to raise more. Had we our full complement of able and efficient men, we ought to have averaged from 36 to 38 pounds of steam.

I am, sir, very respectfully, your obedient servant,

JOHN W. HUXLEY,
Second Assistant and Senior Engineer.

Lieutenant-Commander JOHN L. DAVIS, U. S. Navy,
Commanding U. S. S. Sassacus.

Report of Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. Lilian, of the chase and running fight with the C. S. S. Olustee (Tallahassee), November 7, 1864.

U. S. S. LILIAN,
Beaufort, N. C., November 9, 1864.

SIR: I have the honor to report that on the 7th instant at 10:45 a. m., latitude 33° 56′ N., longitude 76° 30′ W., made black smoke bearing N. N. W.; steered up north. At 11:15 made her to be a double-smokestack steam propeller, steering N. E. by E. Hauled up N. N. E. At the same time sighted two vessels to the west and W. S. W. At 12:10 had drawn in with chase, being then about 4 miles distant, when the chase changed course at once to N. W. by N.; this vessel changed to N. W. by W., gradually gaining more to the westward, forereaching slightly upon him, the change of course bringing this vessel on the quarter and the U. S. S. *Montgomery* abeam of the chase, distant about 2½ miles. At 2 p. m. chase hoisted the rebel flag and fired a number of guns, which were answered by the U. S. S. *Montgomery* and this vessel. Eight shots were fired by this vessel. At 3:20 made the land, the chase gradually drawing ahead and to the southward. At 5:30 p. m. when 4 miles distant, we heading S. S. W., with land on the port bow, we lost sight of her, the weather being quite thick and darkness coming on. At 7:30, off Masonboro Inlet, sent up six rockets and cruised around until 8 p. m., when, meeting nothing but the U. S. S. *Montgomery*, steered N. E. by E. and reached Beaufort the succeeding day for the purpose of coaling.

The average speed of this boat was 10¼ knots with coal. At 2 p. m. the engineer assured me that would I permit him a few half barrels of pork he could raise the steam 10 pounds and keep it there. For two hours the vessel made 11½ knots, and then fell back to the former rate.

On the afternoon of the 3d instant I had raised black smoke to the eastward and gave chase; found it to be a vessel laying under easy steam, and having four cords of wood on board and darkness coming on, I expended that and succeeded in getting 12 knots per hour for two hours.

For a few minutes steam and speed can be brought up to a very high figure, but under existing circumstances it can not be kept up.

For a more detailed account of the working of the engines I refer to the enclosed report of Acting Second Assistant Engineer J. C. Mockabee.

There were two other vessels in the chase. One I judged to be the U. S. S. *Quaker City;* the other was the U. S. S. *Osceola*, which overhauled us 2 miles per hour, and at dark was nearly up with us, and had daylight continued for two hours would have captured or run the chase on shore.

I am, sir, very respectfully, your obedient servant,

T. A. HARRIS,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Hampton Roads, Va.

Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. Montgomery, of chase and running fight with the C. S. S. Olustee (Tallahassee), November 7, 1864.

U. S. S. MONTGOMERY,
Beaufort Harbor, N. C., November 8, 1864.

SIR: I beg leave to report that yesterday at 10:50 a. m., being in latitude 34° [N.] longitude 77° [W.], the *Quaker City* at the time 7 miles S. E. of us, and standing to the northward, we made black smoke ahead, bearing N. E.

At once spread fires, and I set our numbers to the *Quaker City*, intending to signal to that ship if she answered them. We were soon running full speed in chase. The *Quaker City* not answering our numbers, they were hauled down.

We soon raised the steamer ahead, with fore-and-aft sails set, on the starboard tack, and heading well to the eastward. About noon the chase altered his course to the N. W., and we soon after discovered a steamer coming up from about E. N. E., which afterwards proved to be the *Lilian*. I was at once pretty well satisfied that the chase ahead, by the sudden altering of his course, was a blockade runner.

At 1:23 p. m. we were running N. W. by N. The *Quaker City* bore from us S. E. by S., the *Lilian* E. by S., and all in pursuit of the chase, bearing N. E. by N., and running N. W. by W. The chase evidently intended to cross our bows, which we prevented by altering our course from time to time. As soon as it was thought we could reach the chase with our rifled gun, we began to fire, and although the gun was at extreme elevation the shot fell short. Soon after, on getting a little nearer, we again opened our fire, the shot striking very near the chase.

At 1:53 the chase displayed a large Confederate flag and a long pennant, and it was evident that she had a large number of men on board. Some of the officers here thought they could see cotton stowed amidships; I could not distinguish it myself.

At 2 the chase fired at us from her stern gun, and continued his fire at intervals for about half an hour, the shot passing over us and falling very near.

At 2:15 made another sail to the N. E., which proved to be a double-ender coming up very fast.

At 2:50 saw black smoke N. E. by E., and the *Quaker City* stood in that direction.

At 2:45, the chase drawing away from us, and having expended forty-four rifle cartridges, and having but three remaining, we ceased our fire.

At 3:35 the *Lilian* bore from us N. E. by N. 2 miles, the double-ender N. E. 5 miles, the chase W. N. W., and leaving us, the *Montgomery*, heading west.

At 4 we made the land, and the chance seemed favorable of running him on the beach before dark. At 4:20 the chase was running about W. S. W., and bearing N. N. W. of us. At 5:30 the chase was close in to the beach, and barely visible.

Since 3:30 I had had strong hopes of making some one of our ships ahead, but the sun went down without our seeing anything.

Before 5 it became very hazy and smoky over the land, and at dusk was quite cloudy, and soon after it became impossible to distinguish anything.

From 6:50 to 7:20 lights were seen along the beach, and three heavy guns were fired. We supposed ourselves at this time to be some few miles to the southward of Masonboro Inlet.

We continued running S. S. W. and southwesterly until 7:30 p. m. Having some time before lost sight of everything, we now slowed down and headed to the eastward. Soon after spoke the *Lilian*. At 9:10 spoke the *Gettysburg*.

We began this chase steering N. E. and left off having swept round to S. S. W.

I would remark that although the double-ender and the *Lilian* gained rapidly at first on the *Montgomery*, they ceased to do so after 4 p. m., the *Montgomery* keeping up a steady speed of 11½ knots through the day.

Having but three rifle cartridges left, and only a few primers, I came here for a supply, and having obtained it, shall continue my cruise immediately.

Very respectfully, your obedient servant,

E. H. FAUCON,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

P. S.—In addition to what I have already written, I would add that the chase was an iron vessel, a propeller, schooner-rigged, two smoke-stacks near together, in a line fore and aft, hurricane deck amidships, on which was a small house. She appeared to be light, and, if the *Tallahassee*, may be judged to be out of coal.

E. H. FAUCON,
Acting Volunteer Lieutenant.

Report of Lieutenant-Commander Belknap, U. S. Navy, senior officer off Wilmington, N. C., regarding vigilance of the blockade in view of the presence of C. S. S. Olustee (Tallahassee).

U. S. S. SENECA,
Off Eastern Bar, Wilmington, N. C., November 7 [8?], 1864.

SIR: On the morning of the 7th instant Acting Volunteer Lieutenant Frank Smith, commanding the U. S. S. *Alabama*, reported to me that at 3 o'clock a. m. he had communicated with the U. S. S. *Saco*, and received information that the rebel steam pirate *Tallahassee* was supposed to be making her way back to this port.

Later in the day the U. S. S. *Sassacus*, Lieutenant-Commander John L. Davis, steamed into this anchorage and reported that he had chased

a steamer, supposed to be the *Tallahassee*, the previous day and evening, and that she was steering for this bar when he lost sight of her. The *Sassacus* then proceeded to sea again. I at once assembled the commanding officers of the blockaders, and, giving them the information, directed them to take their ships closer into the bar than usual, and to use the utmost vigilance and effort to prevent the *Tallahassee* from getting in, and to capture or destroy her if possible in case she made her appearance.

With this vessel I took station No. 1, keeping the Mound between the bearings of W. N. W. and S. W. by W.

About 7:30 p. m. the report of three guns was heard to the northward, and by the flashes seemed to be inland, and a long distance off.

The rebels immediately began signaling along the coast (with lights). It was bright moonlight, however, and objects could be seen at a considerable distance, particularly in a line with the beach. Nothing could be seen in the direction of the firing, however, and up to the time the moon went down I am firmly convinced that no vessel got in by us. After the moon went down the weather became thick, with light rain at intervals, and at times the land was completely shut in, though the lights on the Mound could be seen all night through the mist.

At daylight a sail was made to the northward and eastward, and I steered out for her, the stranger proving to be the *Clematis*.

About 9 o'clock another stranger was made in the offing and I sent the *Alabama* to ascertain her character. She proved to be the U. S. S. *Osceola*, and Commander Clitz informed me that he had chased and fired at a steamer the afternoon and evening before and had lost sight of her close in with the land between this point and Masonboro. Probably the guns we had heard were those fired from his ship.

When the *Alabama* returned Captain Smith reported that he had seen a steamer at anchor near the Mound early in the morning, which he feared from her size and appearance was the *Tallahassee*.* Soon after the clouds lighted up in the west and I saw a steamer at anchor to the left of the Mound. She seemed to be painted blockade color, and from the position in which she lay to have but one smokestack. The clouds settled over the land again, and when they broke away, in the latter part of the day, she was found to be gone.

In the meantime I had directed the commanding officers to repair on board this vessel, and after receiving their reports came to the conclusion that the strange vessel inside was not the *Tallahassee*, but a steamer that attempted to come out during the night, having been driven back by the *Wilderness*. I am confident, at least, that while objects could be seen at any distance no vessel ran by us, and from my position and the distinctness with which the shore line was visible I am equally sure that nothing could have passed between this vessel and the shore unseen.

The latter part of the night was so favorable to the enemy, however, that the same fortune which enabled the *Tallahassee* to escape from our cruisers outside may have attended her in her efforts to evade the blockade at this point.

Very respectfully, your obedient servant,

GEO. E. BELKNAP,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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* The *Olustee* (*Tallahassee*) ran into Wilmington on the night of November 7.

Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Shawmut, of the cruise of that vessel in Canadian waters in search of the C. S. steamers Chickamauga and Olustee (Tallahassee).

U. S. S. SHAWMUT,
At Sea, Lat. 43° 27′, Long. 66° 53′, November 10, 1864.

SIR: I have the honor to report that I left New York on the 3d instant, reached Halifax on the 8th, left same day, and, in accordance with the recommendation of the American consul, shall carry out the instructions contained in his letter, a copy of which is herewith enclosed, unless I learn the *Tallahassee's* whereabouts from other sources.

The blockade runners *Charlotte*, *Old Dominion*, and *Helen* were at Halifax when I left. The American consul informed me they had abandoned the idea of leaving port for the present, owing to the large fleet we now have off Wilmington.

At 1 a. m. this morning a steamer's lights were discovered to the southward and eastward. She discovered ours at the same time, and sent up a rocket and burned a blue light, followed by a rocket. I immediately beat to quarters and started for her. She either shifted her course in the same direction we were steering or suddenly doused all her lights. I chased in the same direction, but at daylight could see nothing of her. From the course she appeared to be steering when first seen, should judge she was bound toward St. John, to which place I am now bound. It was blowing a strong gale of wind, very heavy sea; thick and completely overcast.

We have experienced continuous gales since leaving New York, which has necessitated a greater consumption of coal than would otherwise have been.

I have hurried up, understanding the *Tallahassee* must be in want of coal.

The weather has been too stormy to use the sails much.

ST. JOHN, NEW BRUNSWICK, *November 11, 1864.*

We arrived here to-day, communicated with the American consul, and left on the 12th instant. Found the U. S. S. *Monticello* in port. She left on the same morning to skirt the eastern coast of Nova Scotia.

EASTPORT, ME., *November 13, 1864.*

We arrived here last night. The telegram I expected from the consul at St. John did not arrive. To-day being Sunday, will wait until to-morrow for information concerning the *Tallahassee*, or wait for further instructions from the Department.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Navy Department, Washington, D. C.

[Enclosure.]

U. S. CONSULATE,
Halifax, Nova Scotia, November 8, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of this day, and in reply would state that it is the general impression that the *Tallahassee* will go into St. John, New Brunswick, for coal.

It is possible that arrangements may have been made by some of the Confederate agents for coaling her at sea.

I would recommend your cruising along the coast about in the direction in which the *Tallahassee* came before, because she will soon require coal and will therefore be under the necessity of putting into some of the provincial ports for coal.

I have the honor be, sir, your obedient servant,

M. M. JACKSON,
U. S. Consul.

Captain GEORGE U. MORRIS,
U. S. Gunboat Shawmut.

[Telegram.]

ST. JOHN, NEW BRUNSWICK, *November 12, 1864.*
(Received at Washington 12:45 p. m.)

SIR: I have arrived here and leave to-morrow morning. The gunboat *Monticello* is here.

Very respectfully, etc.,

GEO. U. MORRIS,
Lieutenant-Commander.

GIDEON WELLES.

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Massasoit, of cruise of that vessel, November 4 to 13, in search of C. S. steamers Chickamauga and Olustee (Tallahassee).

U. S. S. MASSASOIT,
Hampton Roads, Va., November 13, 1864.

SIR: In obedience to your orders I left this place with the *Massasoit* on a cruise at 7:10 a. m., 4th instant; returned this day at 4:30 p. m. for want of coal, and have respectfully to report as follows:

4th instant.—11:45 a. m., spoke Bremen bark *Guttenburg*, from Bremen, bound to Baltimore; she had no information to give us; 3:15 p. m., exchanged number with *Sassacus;* 3:40 p. m., exchanged number with *Ticonderoga;* 5:20 p. m., exchanged number with *Montgomery.*

5th instant.—7 a. m., exchanged number with *Fort Jackson;* 6:10 p. m., spoke U. S. transport steamer *Virginia*, from New York, bound to Hampton Roads; she had no news of the *Tallahassee;* 9:20 p. m., spoke U. S. transport steamer *Reliance*, from New York, bound to Hampton Roads; 10:40 p. m., spoke U. S. transport steamer *City of Troy*, from New York, bound to Hampton Roads; her captain informed us that it was reported in New York that the *Tallahassee* was on our eastern coast; 10:50 p. m., spoke U. S. S. *Fahkee*, from New York, bound to Hampton Roads; 11:40 [p. m.], spoke U. S. prize steamer *Annie*, from Wilmington, N. C., bound to Hampton Roads; she informed us that the *Tallahassee* left Wilmington eight days previous to this date.

6th instant.—7:05 a. m., exchanged number with *Tunxis;* 11 a. m., U. S. transport steamer *Thos. Collyer*, from New York, bound to Hampton Roads; her captain informed us that the *Tallahassee* was reported to be on our northeastern coast; 12:50 p. m., exchanged number with *Niphon*; 1 p. m., [spoke] Bremen ship *Astronom*, from Bremen, bound to Baltimore with passengers; 1:30 p. m., exchanged number with *New Berne;* 1:40 p. m., spoke U. S. transport steamer *Illinois*, from New York,

bound to New Berne, N. C., going into Hampton Roads for a harbor; 3:30 p. m., spoke American brig *Harkaway*, from Santiago de Cuba, bound to Baltimore; 4:20 p. m., spoke U. S. transport steamer *New Jersey*, from New York, bound to Hampton Roads; 5 p. m., exchanged number with *Monadnock* and *Susquehanna*.

7th instant.—8:45 a. m., spoke American ship *Grey Eagle*, from Baltimore, bound to Rio de Janeiro; 11:55 a. m., spoke American brig *C. W. Baker*, from Philadelphia, bound to New Berne, N. C., going into Hampton Roads for a harbor; 7:30 p. m., spoke U. S. transport steamer *Fulton*, from New York, bound to Hampton Roads; 11:30 p. m., spoke bark *Eva*, from Port Royal, bound to Baltimore.

8th instant.—2:20 a. m., spoke steam tug *Alvin Baker*, from New York, bound to Hampton Roads; 6:20 a. m., exchanged number with *Vicksburg;* 7:15 a. m., spoke U. S. S. *Calypso*, with prize steamer *Lady Sterling* in tow; 12:50 p. m., spoke English ship *Caprera*, from Halifax, bound to Baltimore; 2 p. m., spoke supply schooner *Rachael Seaman*, from New York, bound to Hampton Roads; 2:30 p. m., spoke U. S. transport steamer *Thorn*, from New York, bound to Hampton Roads; 7:30 p. m., a number of transport steamers passed out and proceeded south.

9th instant.—3:50 a. m., spoke U. S. transport *St. Cloud*, from Hatteras Inlet, bound to Hampton Roads; 12:50 p. m., exchanged number with *Mohican* and *Calypso*, with prize steamer *Lady Sterling* in tow.

10th instant.—3:30 p. m., exchanged number with *R. R. Cuyler;* 9 p. m., spoke U. S. S. *Shenandoah*, bound to Hampton Roads; 11:55 p. m., spoke U. S. transport steamer *Admiral DuPont*, from New York, bound to Hampton Roads.

11th instant.—5:20 a. m., spoke U. S. transport *Constitution*, from New York, bound to Hampton Roads; 9:15 a. m., spoke U. S. transport *Star of the South*, from New York, bound to Hampton Roads; 1 p. m., exchanged number with *Wachusett;* 1:05 p. m., spoke prize steamer *Florida*, bound to Hampton Roads; 3:05 p. m., exchanged number with *Colorado;* 10:04 p. m., spoke U. S. transport steamer *Fairbanks*, from New York, bound to Hampton Roads; 10:55 p. m., spoke U. S. transport steamer *Lyon*, from New York, bound to Hampton Roads; 12 m., spoke brig *Chattanooga*, from Cienfuegos, bound to Baltimore.

12th instant.—9:30 a. m., spoke English ship *John*, from Genoa, bound to Baltimore; 12:20 p. m., spoke U. S. transport steamer *Albany*, from New York, bound to Hampton Roads; 12:30 p. m., exchanged number with *Niphon;* 12:50 p. m., exchanged number with *Montgomery;* 1:45 p. m., spoke prize steamer *Lucy*, from Beaufort, N. C., bound to Hampton Roads.

13th instant.—4:05 a. m., spoke U. S. transport steamer *General Meigs*, from New York, bound to Hampton Roads; 9:30 a. m., spoke American ship *John Clark*, from New York, bound to Baltimore.

In conclusion, I have to state that we have always been outside of Cape Henry, except when occasion required us to overhaul vessels inside; also that we have not been at anchor, until the night of the 12th instant, [when] we anchored for a time on recommendation of the pilot.

I am, very respectfully, your obedient servant,

RICHARD T. RENSHAW,
Commander, U. S. Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Blockading Squadron,
U. S. Flagship Malvern, Hampton Roads.

[Telegram.]

EASTPORT, ME., *November 14, 1864.*
(Received at Washington 1 p. m.)

SIR: Arrived here night of 12th; seen nor heard nothing of the *Tallahassee;* blowing heavy gale. Would like information if you have any.

Respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander, U. S. Gunboat Shawmut.

Hon. GIDEON WELLES.

[Telegram.]

EASTPORT, ME., *November 14, 1864.*
(Received at Washington 7 p. m.)

Received official dispatch from consul at St. John to communicate with him from this place to-morrow. He expects positive information of the whereabouts of the *Tallahassee.*

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Gunboat Shawmut.

Hon. GIDEON WELLES.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, of the return of that vessel to Hampton Roads from a cruise in search of the C. S. steamers Chickamauga and Olustee (Tallahassee.)

U. S. S. MACKINAW,
Hampton Roads, Va., November 14, 1864.

SIR: I have the honor to report my return to this place after a cruise to the eastward of about eight days in search of rebel cruisers.

In obedience to your orders I left this place on the night of the 5th instant; touched at Delaware Breakwater on the following day, and finding all well at that place proceeded eastward. I arrived off Montauk Point on the evening of the 7th, where I communicated with the U. S. S. *Maumee,* from Portland, bound to New York. I continued to cruise in that vicinity, speaking several vessels from the eastward until the 9th, when I put into Newport for coal and to gather intelligence. On the evening of the 10th, when about to put to sea again, I was detained by your order by telegraph, and remained until the evening of the 11th instant, on the night of which I anchored on the east side of Block Island, and the next morning entered Block Island Sound, and on sighting the Connecticut shore and islands to the westward, and seeing no suspicious vessel in those waters, I returned.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron,
Flagship Malvern, Hampton Roads, Va.

Letter from the governor of Connecticut to the Secretary of the Navy, urging protection for the harbor of Stonington in view of the depredations of C. S. S. Olustee (Tallahassee).

STATE OF CONNECTICUT, EXECUTIVE DEPARTMENT,
Hartford, November 15, 1864.

SIR: My attention has been called to the defenseless condition of Stonington by a representative of the patriotic citizens of that borough. They feel that the *Tallahassee* having been near them, that or some other vessel may make them a piratical visit at any hour, and urge that an ironclad be stationed in their harbor not only for their protection, but for the protection of other towns on the sound and of the sound steamers.

I have no doubt but such a vessel would give a degree of security which is not felt now, and commend the subject to your consideration.

I am, with high regard, your obedient servant,

WM. A. BUCKINGHAM,
Governor of Connecticut.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

WEYMOUTH, NOVA SCOTIA, *November* [17], *1864.*
(Received at Washington 4:45 p. m.)

SIR: Arrived here this morning. Leave at once for Yarmouth, Nova Scotia. No news of *Tallahassee.*

Respectfully, yours, etc.,

G. U. MORRIS, U. S. Navy.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 18, 1864.*

Go to Hampton Roads.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander G. U. MORRIS,
Commanding U. S. S. Shawmut, Yarmouth, Nova Scotia.

[Telegram.]

YARMOUTH [NOVA SCOTIA], *November 18, 1864.*
(Received at Washington 4:40 p. m.)

SIR: Arrived here this morning. No news of the *Tallahassee.*

Respectfully,

GEO. U. MORRIS,
Lieutenant-Commander.

Hon. G. WELLES.

Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Shawmut, of the cruise of that vessel in search of C. S. S. Olustee (Tallahassee), transmitting consular dispatches.

U. S. S. SHAWMUT,
Island of Grand Manan, November 16, 1864.

SIR: I have the honor to report, in continuation of my previous report of November 13, that I received a communication from the consul at

St. John, dated November 14, a copy of which I herein enclose, and from suggestions contained therein proceeded to this place. Gaining no information in regard to the *Tallahassee* or her consorts, I leave at 4 a. m. in the morning for Weymouth, Nova Scotia.

NOVEMBER 17.

Arrived at Weymouth this morning. Communicated by telegraph with the consuls at St. John and Yarmouth. The latter telegraphed back a communication, a copy of which I herein enclose.

I immediately started, in accordance with the information therein contained, for Yarmouth.

YARMOUTH, NOVA SCOTIA, *November 18.*

Arrived here this morning. Steamer said to contain coal, by consul's dispatch of 17th, left yesterday, as supposed, for New York.

AT SEA, *November 19.*

Left Yarmouth last night for Le Have River, New Brunswick, from information received from consul at Halifax, a copy of which I enclose.

I enclose copies of communications from the senior engineer. In consequence of them, and having but three days' coal on hand, I started for Portsmouth navy yard, the nearest to my present station.

PORTSMOUTH NAVY YARD, *November 20.*

Arrived here to-day.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

CONSULATE OF THE UNITED STATES,
St. John, New Brunswick, November 14, 1864—7:30 a. m.

SIR: I beg leave to inform [you] that in the absence of reliable information concerning the *Tallahassee* and her piratical consorts I am still of opinion that it is your best course to cruise at the mouth of the Bay of Fundy, in the vicinity of Grand Manan and Brier islands. It might be well also to visit St. Mary Bay and to touch at Yarmouth.

You will remember that in the different interviews which I had the honor to hold with you I expressed the decided opinion that the *Tallahassee* would not come to St. John, but stated that it was probable she would receive coal at Seal Cove Harbor (where the *Chesapeake* when seized was brought) or else at some point off Yarmouth or Liverpool, Nova Scotia.

I would now respectfully submit whether it is not best for you to remain on your present cruising ground for forty-eight hours at least, in view of the fact that we are in hourly anticipation of positive information respecting the vessels which you are anxious to meet. Would it not be well for you to communicate with me to-morrow, also at Eastport?

I am, sir, your obedient servant,

JAS. Q. HOWARD,
U. S. Consul.

Captain GEO. U. MORRIS,
Commanding U. S. S. Shawmut.

YARMOUTH, *November 17, 1864.*

No news of *Tallahassee.* A strange steamer arrived here this morning. No name. Crew report taking 500 tons coal at Pictou. May be tender to *Tallahassee.* Yarmouth best place to catch *Tallahassee.*

J. M. MERRILL,
U. S. Consul.

GEO. U. MORRIS,
Commanding U. S. Gunboat Shawmut, Weymouth, Nova Scotia.

HALIFAX, NOVA SCOTIA, *November 18, 1864.*

Large white steamer at mouth of Le Have River since Monday. Suspicious.

M. M. JACKSON,
U. S. Consul.

Lieutenant-Commander GEO. U. MORRIS,
U. S. S. Shawmut.

Report of Rear-Admiral Porter, U. S. Navy, commanding North Atlantic Blockading Squadron, of the escape into Wilmington, N. C., of the C. S. S. Chickamauga.

NORTH ATLANTIC SQUADRON, U. S. FLAGSHIP MALVERN,
Hampton Roads, November 22, 1864.

SIR: On the 19th of November the guard boats at New Inlet discovered a vessel on shore near Fort Fisher. They immediately went in and opened fire on her, which she returned with four heavy guns.

The forts also opened fire on our vessels.

There was a thick fog at the time and little or nothing could be seen clearly.

This no doubt, from a description of the vessel, was the *Tallahassee,** attempting to get out, but she was driven back. After getting afloat she steamed up clear of our guns, and was lost sight of in the fog.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, of the escape into Wilmington, N. C., of the C. S. S. Chickamauga.

U. S. GUNBOAT KANSAS,
Off New Inlet [N. C.], November 19, 1864.

ADMIRAL: I have to report the successful passage over this bar of one of the rebel privateers this morning. The night had been misty, and at daylight a fog had obscured the land. The two bar vessels were seen, and the report made that one appeared to be ashore, and the forts firing at her. This vessel was headed inshore and on nearing them discovered that both were afloat and engaged firing at a vessel that was indistinctly seen through the fog. At first I judged her to be a runner, and at anchor under Fort Fisher, but soon discovered that she was an armed vessel, firing from some three or four guns, the shore batteries also firing in our direction.

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*C. S. S. *Olustee* (*Tallahassee*) ran in November 7.

The fog prevented any accurate firing on either part, as only occasionally could the vessel be seen. To this is to be attributed the escape of our vessels, as all were under the guns of the numerous batteries, who kept up a lively random fire. The fog lifting some, we retired a short distance, communicated with Captain Glisson, who had just arrived, and again returned, feeling our way through a dense fog and mist that had again spread over the water. Over the fog we discovered her two pipes and the fact that she had passed the bar and was steaming up the channel. Owing to the fog it is impossible to say if any of our shot took effect. The coast line being unguarded, she undoubtedly came down the shore, covered by the mist, and started in as soon as the weather enabled her to find the landmarks. The reports of the commanding officers of the *Wilderness* and *Clematis* may give more information as to her character.

I will here add that to render the blockade effective several more vessels are required, so as to insure a relief for coaling purposes, accidents, etc.

Enclosed I send you Acting Volunteer Lieutenant Dennison's (commanding the *Cherokee*) report in reference to his nonappearance here the day designated.

I am, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Arey, U. S. Navy, commanding U. S. S. Wilderness, of the escape into Wilmington, N. C., of the C. S. S. Chickamauga.

U. S. S. WILDERNESS,
Off New Inlet [N. C.], November 19, 1864.

SIR: I have the honor to submit to you the following report: At 6:15 this morning I was in 6 fathoms of water, Mound bearing W. S. W. ½ W. and Fort Fisher W., distant about 1½ miles, when I saw a strange steamer, a propeller, schooner-rigged, and no smokestacks, apparently ashore on the northern end of Federal Point Shoal. I immediately started under four bells, heading directly for him. Went to quarters, and when in 5 fathoms water I judged the steamer to be about 1,500 yards distant. I headed to the northward and opened fire on him from my 24-pounder howitzers. Found that the shell fell short of him. I then turned to the southward and into 4 fathoms water, keeping up a steady fire on him. As soon as I commenced firing, the battery at Flag Pond Hill opened fire, and the strange steamer also opened fire on the *Clematis* and *Wilderness* with two Whitworths and a heavy rifle gun amidships. Fort Fisher very soon opened fire on us with heavy guns and fired very rapidly. At one time I counted six shot and shell strike the water at once, none of them more than 100 yards from this vessel. There was a very heavy haze hanging over the land all the time, and sometimes the steamer could not be seen, so it was impossible to know what execution was done, but I think the vessel was struck. I fired at her twenty times. When I made her I immediately got a hawser ready and manned a boat, intending to board her and haul her off if possible; if not, to burn her. I have but one very old boat, and when she opened fire I gave the order to secure the boat, as I saw no one else *lowering* boats. I did my utmost to destroy her, but the guns on this *vessel are inefficient* for the service they are expected to perform, and I

most respectfully recommend that a 30-pounder Parrott be put in the place of the two 24-pounder howitzers now in this vessel's forecastle. I think that the steamer in question was the *Tallahassee.*

Very respectfully, your obedient servant,

HENRY AREY,
Commanding U. S. S. Wilderness.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Dennison, U. S. Navy, commanding U. S. S. Cherokee, of the escape into Wilmington, N. C., of the C. S. S. Chickamauga.

NORTH ATLANTIC SQUADRON, U. S. S. CHEROKEE,
Off New Inlet, N. C., November 19, 1864.

SIR: I have the honor to submit the following report, viz:

At 6:30 this morning, being on my station S. E. from the Mound and [in] 5 fathoms of water, the weather very hazy, the *Clematis* bearing N. E., the *Wilderness* N. E. by N., and the *Kansas* E. N. E., I saw the *Clematis* apparently blowing off steam. Thinking she was disabled, I stood for her with my hawsers ready to tow her off clear of the forts. After heading for her a few minutes the haze lifted and I saw a steamer apparently on shore near Fort Fisher. I steamed toward her into 4¾ fathoms water. The *Clematis* commenced firing, which was returned by steamer inshore, who at that time ran up the rebel flag. I then opened fire, as did the *Wilderness*, I using my two 20-pounder Parrotts. The effect of my shots I could not ascertain, as the light mist which surrounded the vessel prevented me from seeing them. In a short time after, the *Kansas* commenced firing, and then Fort Fisher, the Mound, and Flag Pond Battery opened, most of their shots going over us. Wishing to speak the *Kansas*, I stood toward her, but seeing she was standing out toward a steamer coming in from the northward and eastward and [which] afterwards proved to be the *Santiago de Cuba*, I stopped and turned inshore. A heavy fog setting in, all firing ceased. At 8 a. m. the *Kansas* came up, and, the fog lifting, the firing was again resumed on both sides, the enemy's shell exploding all around the ship. In the meantime the rebel steamer had worked off and steamed in by Fort Fisher. At 8:30 a. m. stopped firing, as the enemy was then in the river.

The above-mentioned steamer was a screw boat, schooner-rigged, two smokestacks, painted a light lead color, and had a very large number of men on board. From the sound of the shots as they passed over our deck I judged her armament to consist of two Whitworths and a heavy rifle amidships. Her men were dressed in dark blue.

I am very respectfully, your obedient servant,

WM. E. DENNISON,
Acting Volunteer Lieutenant, Commanding Cherokee.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads, Va.

Report of Acting Volunteer Lieutenant Bruner, U. S. Navy, commanding U. S. S. Clematis, of the escape into Wilmington, N. C., of the C. S. S. Chickamauga.

U. S. S. CLEMATIS,
Off New Inlet [N. C.], November 19, 1864.

SIR: I have the honor to report that while upon my station in 6 fathoms water, the Mound bearing W., at 6:15 this morning (November

19), I discovered a strange steamer aground close to Fort Fisher. I steamed for her, and when in 4 fathoms water, at 6:25, opened fire upon her with 30-pounder Parrott and 12-pounder howitzer. As soon as the first gun was fired by us the steamer returned the fire; the forts on shore also opened fire upon us. At 7:20 hauled off and at 7:40 rounded to and again opened fire. The steamer succeeded in getting afloat, and steamed for the channel, into which she was successful in getting.

She had two masts, was schooner-rigged, had two smokestacks, one forward of the other, and was painted a light lead color. From the crowd of people upon her decks I should think she had 250 men on board. The guns fired from her were 100-pounder rifle and Whitworth. I, in conclusion, would say that the morning was foggy.

Very respectfully, your obedient servant,

E. D. BRUNER,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. [D.] PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Shawmut, of cruise and vessels spoken by that vessel.

U. S. GUNBOAT SHAWMUT,
Portsmouth Navy Yard, November 20, 1864.

SIR: I respectfully report that during the cruise we were under sail and steam 84½ hours, under steam 243 hours. It was too stormy to use the sails much.

On the 5th November spoke the American ship *Resolute* and brig *Mariner*. Too stormy to hear where from or bound.

On the 7th November spoke the American schooner *Josephine* and English schooners *Express* and *Ethel*, bound to Halifax. Too rough for conversation further than to learn they had no news of the *Tallahassee*.

On the 19th November spoke the English schooner *Wm. Lawsen*, from Camden, Me., bound to St. John.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of the cruise of that vessel as convoy from Aspinwall, New Granada.

U. S. S. GLAUCUS,
Off Navy Yard, New York, October 29, 1864.

SIR: I respectfully report my arrival from Aspinwall. We parted company with the mail steamer on the 25th instant during a heavy gale of wind. On the night of the 26th the boilers gave out.

On the 27th instant, at 4 p. m., spoke the prize steamer *Hope*, Acting Master Harris in command, bound for Boston.

I ordered him to take the *Glaucus* in tow for this port, when he could obey his original orders.

Hoping it will meet with your approbation, most respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, of the cruise of that vessel in search of blockade runners.

U. S. S. SHENANDOAH,
Key West, Fla., October 30, 1864.

SIR: I have the honor to report that I took in a supply of coal at Tampa Bay and left that port on the 6th instant.

I cruised in the Gulf Stream, from the Bahamas to the Florida shore, down the Providence Channels, and around Abaco.

On the 21st instant, at 8 a. m., the east end of Abaco bearing S. 60 miles, we discovered a blockade runner, a large paddle-wheel steamer, painted white, with two smokestacks, distant about 12 miles. We chased her all day, and at dark we had shortened the distance to within 4 four or 5 miles.

I regret to say she escaped in the darkness.

I arrived here on the 26th instant, and shall take in a supply of coal, and will cruise in the same vicinity on my way back to report to the commanding officer of the North Atlantic Blockading Squadron for duty.

I am, respectfully, etc.,

DANL. B. RIDGELY,
Captain, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting correspondence with diplomatic officials regarding the Spanish steamer Cicerone and steamer Laurel.

U. S. S. NIAGARA,
Antwerp, October 31, 1864.

SIR: For the information of the Department I have the honor to enclose copies of a letter from the U. S. legation at London, marked A, and a circular letter from our consul at Liverpool, marked B.

These letters were received through the hands of Pierre Sisco, esq. (our consular agent at Dover), while I was at anchor off Newhaven [England], examining the cargo of the Spanish steamer *Cicerone*, on the 12th instant, and of course too late to enable me to do anything toward intercepting the *Laurel*.

On the 8th instant I dropped down to Flushing with the intention of going thence to London to consult with Mr. Adams and our consul, Mr. Morse, but, as I was about leaving the ship the officer of the deck reported to me that a large steamer, bark-rigged, flying Spanish colors,

was coming down the river, and in the course of a few minutes my executive officer informed me that Acting Master Wood had heard a Mr. André remark a few evenings previously that the Spanish steamer *Cicerone*, then lying at Antwerp, had received a "turret and plating on board for an ironclad" intended for the rebels. By this time the steamer had passed us and was well outside the harbor. I immediately ordered the *Niagara* to be got underway, and sent a telegram to Captain Walke, of the *Sacramento*, to try and head the Spaniard off in the Strait of Dover. Although she had 7 or 8 miles the start of me, I caught up with the chase off the North Foreland in about eight hours, and as we were then on neutral ground, I continued on, keeping her in sight astern until the following morning, and when we were about 8 miles to the southward and west of Beachy Head I brought her to. After a diligent search, which lasted sixty-four hours, we could discover no clew upon which to warrant her further detention, and upon the receipt of the telegram from our consul at Antwerp, in reply to a dispatch which I had sent to Mr. Adams, copies of which, marked, respectively, C and D, are herewith enclosed, I immediately discharged the *Cicerone* and then proceeded down to the Channel Islands, where I made a thorough but fruitless search for the *Laurel*.

On the 17th instant I left the ship at Dover and went to London, hoping to obtain such information from Mr. Adams as would give some clew to the present rendezvous of the rebels. I called at the legation three different times, only to find that Mr. Adams was "out of town, but would be in to-morrow." I saw Mr. Morse twice, but he could give no satisfactory intelligence. Mr. Morse appears to be the most interested and active agent we have out here, constantly on the watch and always informing me of such reports as he is enabled to gather through his agents of the rebels' movements.

After an absence of nearly three weeks I returned to this port on the 27th instant.

In view of being driven by the ice from the Scheldt in the course of a very few weeks, I would respectfully ask where I am to resort for a harbor during the coming winter.

I would also like to be informed of the wishes of the Department as to the extent and direction of my cruising ground.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

C.

U. S. S. NIAGARA,
Off Beachy Head, English Channel, October 10, 1864.

DEAR SIR: Yesterday afternoon, when lying in the roads of Flushing, a steamer without name, under the Spanish flag (mercantile), passed us, when it was reported to me that one of my officers was informed a few evenings before leaving Antwerp that a turret for a monitor was stowed in her hold, and was intended for the rebels, and that the steamer intended to run our blockade. On this very unsatisfactory information I immediately got underway and started in chase, and this morning at 6 o'clock boarded her some 8 or 10 miles to the southward and westward of Beachy Head. A copy of her manifest or bills of lading is

herewith enclosed. Quinine, sulphur, and saltpeter are evidently contraband of war, but as they are consigned to a house in Matamoras it seems doubtful whether I can seize her on that score. Besides the cargo exhibited on her manifest she has, as her commander asserts, some 600 tons of coal on board. It will take a long time to get to the bottom of her coal in search of contraband armor plating and turret; indeed, it will be almost impracticable to do so at all while at sea. I have therefore concluded to send Lieutenant Phoenix to explain matters to you, and ask if you can ascertain by telegraph to our consul at Antwerp whether such contraband articles as iron, armor, etc., have actually been put on board of her, and if in your opinion I would be justified in seizing and sending her to the United States.

In great haste, I am, very respectfully, your obedient servant,

THOS. T. CRAVEN.

His Excellency CHAS. FRANCIS ADAMS,
Minister Plenipotentiary, etc., London.

A.

LEGATION OF THE UNITED STATES,
London, October 11, 1864.

SIR: Your note of yesterday's date addressed to the minister was handed to me by Lieutenant Phoenix this morning. I regret that Mr. Adams is out of town, and that I am without authority to advise you with respect to the *Cicerone.*

As you requested, I at once telegraphed to the consul at Antwerp, but have as yet no reply. I have also written to Mr. Adams, who will doubtless telegraph me his views in the morning, when I will immediately communicate them to you.

I should look with strong suspicion on the *Cicerone.* A Spanish vessel of that name landed in last June 1,200 negroes in Cuba. She is an old slaver. Afterwards she went to Matamoras and took in a cargo of cotton for Barcelona. Since that she has been on the coast of Africa for slaves, but was not successful. Her character is bad, and although we have no proof that she has heretofore been engaged as a blockade breaker, there is no reason to suppose that her owners would hesitate to employ her in that business.

I sent you a telegram about the *Laurel.* The rebels bought her at Liverpool last Tuesday. Captain Semmes sailed in her on Sunday, with eight officers and about 100 men. Forty of them were of the crew of the *No. 290,* or *Alabama.* She cleared for Matamoras, via Havana and Nassau, which means that she will go anywhere. She took on board in cases six 68-pounders, with the requisite gun carriages, and also small arms. It is doubtless Semmes's purpose to meet and arm some other vessel, as the *Laurel* is not large enough for all the guns, her tonnage being not more than 350. She is new, very strong, and very fast, and was built to carry passengers between Liverpool and Sligo, in Ireland. She has one funnel, two masts, is fore-and-aft schooner-rigged; has a plain stem, round stern, and black hull.

Mr. Dudley, the consul at Liverpool, will take the responsibility of her capture anywhere at sea. I would take her wherever I could find her. I regret I can not tell where she went from Liverpool. Among the officers on board her are Armstrong, Howell, and O'Brien, all late of the *Alabama.* O'Brien is an engineer. She is a screw steamer and an excellent sea boat.

Semmes has his steward with him, which looks as if he meant to keep afloat awhile.

Regretting I can not give you a more satisfactory report, I am, sir, your obedient servant,

BENJ. MORAN,
Secretary of Legation.

Commodore THOS. T. CRAVEN,
U. S. S. Niagara.

B.

UNITED STATES CONSULATE,
Liverpool, October 11, 1864.

SIR: The screw steamer *Laurel*, of about 300 tons burden, sailed from Liverpool on the 9th instant (Sunday) with Captain Semmes, eight other Confederate officers, and about 100 men. She has six 68-pounder guns in cases in her hold, with gun carriages ready for mounting.

There is no doubt but this expedition has been fitted out for a piratical cruise against the United States, either in this or some other vessel. It is quite probable that there is some other vessel to which the men and guns are to be transferred.

The *Laurel* cleared for Matamoras, via Havana and Nassau, but this does not indicate her destination.

Inform any United States naval officer who may be within your reach. I annex a description of the *Laurel*.

Very respectfully, yours, etc.,

THOS. H. DUDLEY,
Consul.

[Commodore THOS. T. CRAVEN,
U. S. S. Niagara.]

D.

[Telegram.]

U. S. LEGATION, *London.*

Tell Commodore Craven that the consul at Antwerp has ascertained that the steamer that left there on Sunday under Spanish colors has not a contraband cargo.

B. MORAN.

P. SISCO,
Consul, Dover.

Letter from the secretary of the U. S. legation at London, giving information regarding Confederate cruisers.

LONDON, *October 31, 1864.*

MY DEAR COMMODORE: The *Florida* was fallen in with on the 13th of September in latitude 6° 3′ N., longitude 24° 42′ W. She was in company with a steamer supposed to be the *Electric Spark*. She had a large number of men on board. Her crew had been and were in a state of mutiny, and she was evidently awaiting supplies and ammunition. From intercepted letters from her it is conjectured she may be coming this way, but there is nothing certain. Mr. Dudley thinks she *may soon be here.*

The following is from a letter dated at Madeira the 19th October, or twelve days ago, and no doubt relates to the *Sea King* and *Laurel:*

A large steamer appeared off the bay yesterday and exchanged signals with a blockade runner at anchor, the latter getting up steam at once and following her to the southward, and it is generally reported that she is a Confederate cruiser, and that the blockader which had been lying here some days had her armament on board.

Hoping you have recovered your health, and asking you to remember me to Dr. Potter and Lieutenants Bigelow and Phoenix, I am, my dear commodore, yours, very truly,

BENJAMIN MORAN.

Commodore T. T. CRAVEN, U. S. Navy.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, of the sailing of U. S. S. Narragansett.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 1, 1864.

SIR: I have the honor to inform the Department that the U. S. S. *Narragansett* sailed from this port for New York this day.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON.
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, forwarding information of plot for the capture of one of the steamers of the Pacific Steamship Company.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 2, 1864.

SIR: I have the honor to forward to the Department the copy of a letter* I have received from the U. S. consul here, representing that persons therein named are in concert to capture [the] *Guatemala* after her leaving this place, and after converting her into a piratical vessel proceed to capture one of the fine steamers of the Pacific Steamship Company. I shall, of course, use all legal means to render this nefarious attempt abortive, and on the *Guatemala's* being about to leave shall proceed to sea with the *Lancaster* and when 3 marine miles from the coast shall take from the steamer the pirates and their effects, thus protecting the vessel from capture and preserving our commerce from this foul attempt upon it.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above I have received your dispatch† concerning this matter, and I assure the Department that there will be no want of vigilance in the small force under my command.

Most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

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* See p. 302. † See p. 302.

Report of Commander Preble, U. S. Navy, commanding U. S. ship St. Louis, of the arrival of that vessel at Port Royal, S. C.

U. S. SLOOP OF WAR ST. LOUIS,
Anchorage, Bay Point, Port Royal, S. C., November 2, 1864.

SIR: I have the honor to report the arrival of the *St. Louis* at Port Royal, and my having reported to Rear-Admiral Dahlgren for duty, agreeably to your orders.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, of the incapacity of that vessel to act as convoy to the California steamer North Star.

U. S. S. AUGUSTA,
New York, November 3, 1864,

SIR: I have the honor to report that after proceeding with this ship to within a few miles of Sandy Hook I was compelled, in consequence of the reports of the first assistant engineer in charge, and of those of all of the second assistant engineers, copies of which are herewith enclosed, to communicate with the California mail steamer *North Star* and report my inability to convoy her without greatly lengthening the passage.

The *North Star* is now lying at quarantine awaiting the detail of another vessel to convoy her.

I most respectfully ask that a board of engineers may be appointed to make a report upon the performance of this engine while underway, under their own eyes, for at least four hours.

Very respectfully, your obedient servant,

THOMAS G. CORBIN,
Commander, U. S. Navy, Commanding U. S. S. Augusta.

Rear-Admiral H. PAULDING,
Commandant Naval Station, New York.

Letter from William H. Hardison, esq., to the Secretary of the Navy, requesting an appointment as master in the U. S. Navy, with orders to capture or destroy Confederate vessels.

PHILADELPHIA, PA., *November 3, 1864.*

SIR: I have been on a tour of observation out of the United States since I left the naval service, June 30, 1864, and came back to New York the 1st instant, and proceeded at once to Washington, and as I could not get an interview with you I returned to this city last night. I can render the U. S. Government a great and important service, and to prove my loyalty and good will to my country I will perform this service at my own expense. I earnestly and most respectfully ask for an appointment as master in the Navy, and also orders to capture or destroy any vessel belonging to the so-called Confederate States. It is my sincere wish that I may be considered by the Navy Department as belonging to a secret service, but at the same time if I

deliver a vessel (which may be engaged in the rebel service at the time of capture) up to the U. S. Navy Department I will expect those who will aid me in the enterprise to share in her in the same manner as if they belonged to a vessel of war.

For my character I refer to Commodore Hoff, Captain G. F. Pearson, Captain J. Pope, and Captain Daniel B. Ridgely, and for qualifications I refer to the manner that I discharged my duties while in the Navy; and I will again say that this enterprise will cost the Government nothing.

Trusting that this application may meet with the favorable approbation of the Navy Department, and soliciting an immediate answer, I am, very respectfully, your obedient servant,

WM. H. HARDISON,
No. 26 Washington St., New York Hotel, Philadelphia, Pa.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, to proceed to Erie, Pa.

NAVY DEPARTMENT, *November 4, 1864.*

SIR: Your telegram of 1st instant has been received.

If in the opinion of the commandant at Johnson's Island the *Michigan* is no longer required there, you can proceed with that vessel to Erie, Pa.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN C. CARTER,
Commanding U. S. S. Michigan, Erie, Pa.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding vessels under construction at St. Nazaire, France, transmitting letter from U. S. minister to France on the subject.

U. S. S. NIAGARA,
Antwerp, November 5, 1864.

SIR: I have this evening returned from Paris, where I had been in obedience to the instructions contained in your letter* of the 10th ultimo, directing me to place myself in communication with our minister there respecting the two clipper ships building at St. Nazaire, etc., and which letter I received on the 2d instant.

Mr. Dayton informed me, as he had already done by letter on the 23d of September, that the French minister of marine had given him a distinct assurance in writing that "the four vessels in question will not be delivered to the Confederates," etc. A copy of Mr. Dayton's letter is herewith enclosed.

Mr. Dayton also expressed the opinion that any act upon our part betraying a doubt of the sincerity of the French Government in this matter would at the present time be impolitic.

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* See p. 298.

From such information as I can gain it appears that agents of the Peruvian Government are endeavoring to effect a purchase of the two vessels at Nantes or St. Nazaire. It would be a great relief to us should they succeed.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

PARIS, *September 23, 1864.*

SIR: I received last night, through the minister of foreign affairs, a communication from the French minister of marine, containing a distinct assurance that the four vessels in question (meaning those at Nantes and Bordeaux, constructed under a contract for the Confederates) will not be delivered to the Confederates. He repeats: "This delivery shall not take place, and our declaration ought to suffice."

Under these circumstances, if the vessels in question or either of them are met at sea on their trial trips, which one or more has been authorized to make, under a French flag and with a French crew, it would be expedient and proper, in my judgment, not to interfere with them.

Captain Walke has not communicated to me his address, and I do not know where his ship is. Will you be good enough to communicate to him a copy of this note?

Respectfully, your obedient servant,

WM. L. DAYTON.

Commodore CRAVEN,
U. S. S. Niagara.

[Telegram.]

BROOKLYN, *November 5, 1864.*
(Received at Washington 1:20 p. m.)

Rhode Island has arrived; can go to sea in three or four days and convoy California steamer. No report of *Augusta* yet.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

[Endorsement.]

Send the *Rhode Island* without delay. What will detain her three days? Work night and day. Employ every person possible to employ upon her.

[G. V. FOX.]

[Telegram.]

NEW YORK, *November 6, 1864.*
(Received at Washington 11:40 a. m.)

Chief Engineer De Luce ran the *Augusta* four hours and a half yesterday without heating, and informs me that the ship can go to sea. Shall I send her? The Aspinwall steamer sailed yesterday without convoy. Report will be sent to-morrow.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 6, 1864.*

Send the *Augusta* or any other suitable vessel to convoy California steamer.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Commander Carter, U. S. Navy, commanding U. S. S. Michigan, transmitting rumored information from the mayor of Buffalo, N. Y., of the purchase by the Confederates of a steamer for a raid on the Great Lakes.

U. S. S. MICHIGAN,
Sandusky, Ohio, November 7, 1864.

SIR: I have the honor to report that on Saturday night, the 5th instant, I received the enclosed copies of telegrams from Buffalo, and that at daylight Sunday morning I went with the *Michigan* in the direction indicated, and if there had been any truth in reality in relation to these reports I must have encountered the vessel spoken of. From the position I hold here, and the judgment I am enabled to form, these reports are gotten up for the purpose of alarming the citizens on these Lakes, and that nothing very formidable can be organized in Canada against this Government that can not with ordinary home organizations in the cities on the Lakes be put down.

I have the honor to be, your very obedient servant,

J. C. CARTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Enclosure.—Telegram.]

BUFFALO, *November 5, 1864—7 p. m.*

I have information from private source, which I deem reliable, that the propeller *Georgian*, 350 tons burden, was purchased at Toronto, Canada West, of A. M. Smith & Co., by a Southern refugee named Bates, for $16,000 in gold, ostensibly to engage in lumber trade. She was delivered November 1 at Port Colborne. She made a trip to Buffalo on the 3d instant and cleared for Port Colborne same day without cargo; she was partly disabled, and repaired here. My information is that she will be armed on the Canada shore for the purpose of encountering the U. S. S. *Michigan* and for piratical and predatory purposes on the Lakes on frontier. I consider it my duty to communicate this information to you. Have telegraphed to Erie, Cleveland, Sandusky, and Detroit.

W. G. FARGO,
Mayor.

COMMANDER U. S. S. MICHIGAN,
Sandusky, Ohio.

P. S.—*Georgian* left Port Colborne at 6 o'clock this evening, clearing for Sarnia.

W. G. FARGO,
Mayor of Buffalo.

Report of Captain Winslow, U. S. Navy, commanding U. S. S. Kearsarge, of the cruise of that vessel from September 1 to November 7, 1864.

U. S. S. KEARSARGE,
Charlestown [Boston] Navy Yard, November 7, 1864.

SIR: I have the honor to report the arrival of the *Kearsarge* at this place.

The *Kearsarge* left Fayal on the 1st of September and proceeded to the southward and westward, preparatory to working up to the equator in the track of vessels bound to the United States.

On the 15th of September, having attained this track in latitude 18° N., we came round and commenced our arduous task of working up against the trade winds.

Owing to necessity, our consumption of coal during the days we were compelled to steam was reduced to the smallest limit, and our progress was accordingly slow.

On the 4th of October we reached the island of St. Paul, where we brought up during the day taking fish, and three days afterwards came to anchor at Fernando de Noronha.

Although it appears from subsequent information that the *Florida* had been three weeks before cruising about St. Paul, where she remained for three weeks or more, yet no information of her could be obtained at Fernando de Noronha or from any of the vessels spoken, and the mail steamers informed us she had not been seen on the coast. We learned from afterexamination that she kept to windward of Fernando de Noronha, only once sighting the peak for verification of longitude before proceeding to Bahia, where she arrived the day before we reached St. Paul.

Having heard from the French mail steamer from Pernambuco and Bahia that the *Wachusett* and *Ticonderoga* were on the coast, the former of which, the governor of Fernando de Noronha informed us, had been cruising about the island, we left Fernando de Noronha and made the Rocas the next day. We found no vessels or inhabitants at these shoals.

Having attained the point marked out by the instructions of the Department, and the information received being that the *Wachusett* and *Ticonderoga* were watching this part of the seas, we left the Rocas and arrived at Barbados on the 23d ultimo, which port we put into with our coal all consumed. Having obtained a supply, we left Barbados for Martinique, and touched at the ports of St. Pierre and Fort Royal, and proceeded on to St. Thomas, where we arrived on the 29th ultimo.

The following day the *Wachusett* arrived from Bahia, with the *Florida* in company, the latter having been left outside.

I have the honor to inform the Department that the ship *James Cheston*, of Baltimore, 133 days from Rangoon, in distress, with scurvy, came into St. Thomas while we were there. Having in the *Kearsarge* nineteen men received from the U. S. consul at Fayal (distressed American seamen), we were enabled to assist her by putting them on board of her. By the transfer of these men, room having been made, I readily assented to the request of Captain Collins, who complained of embarrassment from having too many prisoners in the *Florida*, to take them in the *Kearsarge*. We accordingly received on board one of the doctors of the *Florida*, with sixteen of her men. We also received the paymaster of the *Wachusett* as bearer of dispatches.

I have the honor to inform the Department that the *Kearsarge* was in a poor state for the cruise she has just completed. All her sails are but miserable rags, and the rigging little better. Her stern frame is badly shattered, and before we reached the line the whole transom worked two or more inches from the sternpost and side timbers, leaving the rudderpost without any support except the deadwood below. We were only enabled to stay the working by raising the deck abaft and temporarily wedging under the carlines.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington. D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of the refitting of that vessel at Rio de Janeiro, Brazil.

U. S. SHIP ONWARD,
Rio de Janeiro, November 8, 1864.

SIR: I have the honor to report that the U. S. ship *Onward* has refitted at this port for six months, and will proceed to the southward on a cruise.

I am, sir, respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Commendatory letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, late commanding Pacific Squadron.

NAVY DEPARTMENT, *November 8, 1864.*

SIR: Your letter of the 4th instant, announcing your arrival at New York, having, in pursuance of the orders of the Department, transferred the command of the Pacific Squadron to Commodore George F. Pearson at Panama on the 25th ultimo, has been received.

The Department tenders to you its congratulations on your safe return to your home after an absence of nearly three years, during which you have zealously and faithfully discharged the duties of the commander in chief of the Pacific Squadron.

The exigencies of the service at home have prevented the placing at your command as large a force as could have been advantageously employed on that station, but the Department is satisfied that such as it has been able to send there has been distributed with discretion and used to the best interests of the Government.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore CHARLES H. BELL, U. S. Navy,
New Brunswick, N. J.

Letter from the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, regarding the arming of propeller Georgian for a raid on the Great Lakes.

NAVY DEPARTMENT, *November 9, 1864.*

SIR: I enclose herewith a copy of a letter dated the 6th instant, addressed to me by Assistant Adjutant-General E. D. Townsend, by direction of the Secretary of War, relative to a meditated attack on the *Michigan*, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. C. CARTER,
Commanding U. S. S. Michigan, Sandusky, Ohio.

[Enclosure.]

WAR DEPARTMENT,
Adjutant-General's Office, November 6, 1864.

SIR: The Secretary of War directs me to inform you that it is stated the propeller *Georgian* is arming on the Canadian shore of Lake Erie for the purpose of encountering the steamer *Michigan*, and for piratical or predatory enterprises on the frontier.

I have the honor to be, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

BOSTON, MASS., *November 10, 1864.*
(Received at Washington 5:35 p. m.)

The *Florida's* prisoners by the *Kearsarge* are reported to me. What disposition shall I make of them?

JOHN S. KEYES,
U. S. Marshal.

Hon. G. WELLES.

[Endorsement.]

NOVEMBER 11, 1864.

Put in Fort Warren as prisoners of war.

[G. V. FOX.]

Capture of a party of Confederates on board the American steamer Salvador, off Panama, November 10, 1864.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the frustration of a plot for the capture of the mail steamship Salvador.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 12, 1864.

SIR: The commander of the American steamer *Salvador* having informed me that among the passengers expected to embark in his vessel on Thursday last were a number of desperate men who might obstruct the necessary inspection of the luggage, even while the *Salvador* was at her moorings, I promised him the assistance which he required.

I then ordered Commander Davenport, of this ship, to be on board the *Salvador* on her day for sailing, with a sufficient force to protect the officers and passengers of the *Salvador* from harm during the inspection of the luggage, as this was the only sure method of detecting the pirates known to intend the capture of the *Salvador*, convert her into a piratical cruiser, and in her capture one or more of the fine steamers of the Pacific Mail Steamship Company. A copy of my orders to Commander Davenport I herewith enclose, marked A, together with his report to me, marked B. It will be seen that he conducted the delicate matter committed to his charge most judiciously.

For the further protection of the *Salvador*, at about the time of her departure I got this ship underway, followed by the *Salvador*, proceeded beyond the jurisdiction of the Government of the United States of Colombia, and when there took on board the *Lancaster* seven of her piratical passengers, who, with loaded arms, powder, and other munitions of war in their luggage and bearing written proof of their nefarious intentions, and who doubtless would have been joined by others, [were] on board the *Salvador*, to capture that vessel when a short distance from Panama. These seven pirates, several of whom were to have been officers on board the captured vessel, I shall send to New York by the earliest conveyance.

Their leader, Thomas E. Hogg, but who was captured under a different name, asserts that he is an acting master in the secession Navy, and this is probably true, as among the valuable and singular papers taken from the party is a letter from Mr. Mallory addressed to Acting Master Thomas E. Hogg, C. S. Navy, and directing him to do precisely that which he was attempting and would doubtless have executed but for the timely information I received through Alex. R. McKee, esq., U. S. consul at Panama, from Mr. Savage, acting consul-general at Havana, and through the Navy Department from the same intelligent source.

I herewith forward to the Department all the papers found on board the *Salvador* relative to this transaction, and the secession flag, which they had ready for hoisting when the capture was made. By one of these papers it will be seen that sixteen took the oath adopted in Havana for this special band of desperadoes, a number of whom were not in the *Salvador*, having been sent to different places to establish coal depots and make other arrangements for the complete outfit of the *Salvador* when captured.

The witnesses in this case are the officers named in the report of Commander Davenport, Francis W. Rice, esq., U. S. consul at Aspinwall, and William Nelson, esq., who witnessed the whole transaction, and Alex. R. McKee, esq., U. S. consul at Panama, who witnessed the course pursued for preserving order on board the *Salvador*. The prisoners themselves, however, talk freely of their intention to capture the *Salvador*.

This abortive attempt upon our steamers will, I trust, prove a salutary lesson to those who otherwise would have been encouraged to similar attempts upon our commerce.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 9, 1864.

SIR: As the commander of the American steamer *Salvador* has stated to me that among his passengers for next Thursday are a number of desperate men, bent upon taking his vessel after leaving her moorings, and who might be uncontrollable by him even while there, you will go on board his vessel with a sufficient force, and in the event of a difficulty between him and any of his passengers you will protect him and them from harm. For the further protection of his vessel and passengers against these supposed pirates, I shall accompany the *Salvador* to sea in this ship, and should any be found on board, you will, when beyond the legal jurisdiction of the Government of New Granada, capture them and convey them to this ship in whatever manner may be necessary for their security.

Hogg, the leader of these desperadoes, holds a commission in the rebel Navy as master, is a native of Baltimore, and has been a resident of New Orleans. His executive officer is Bradshaw, who it is supposed has been a part owner and commander of one of the steamers of this line. The master's name is Edward J. Norville, of Mobile; William Black, of New Orleans, purser; Edward Swain, of New Orleans, midshipman; Thomas Reynolds, of New Orleans, master's mate. The engineers are John Hiddle (Smith is believed to be his proper name), Timothy J. Grady, and George P. Murch (the last two named of New York), and Thomas Grafton [Grattan?], quartermaster; Sullivan, Stoddard, Higgin, and Robert Lyon, and several men, making the party consist of sixteen to twenty men. Hogg, the captain, is known under the names of Egenton and Esson.

I am, very respectfully, your obedient servant,
G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commander H. K. DAVENPORT,
Commanding U. S. S. Lancaster.

P. S.—The extract, as marked above, is a portion of the written information I have received concerning this plot to capture a steamer near this place. I do not believe that any commissioned officers are engaged in this foul transaction.

Very respectfully, your obedient servant,
G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

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B.

U. S. S. LANCASTER,
Panama, November 12, 1864.

ADMIRAL: Your orders to me of the 9th instant have been obeyed *verbatim et literatim*. This, under ordinary circumstances, would be sufficient, as the instructions given me were so perfectly clear, but as I presume you desire a report in detail, I beg leave to submit the following:

On the morning of the 10th instant I left this ship with four armed boats and went alongside the Pacific Mail Steamship Company's steamer *Sacramento*, as had been previously agreed upon with the master of the steamer *Salvador*.

I also arranged the boats so that they could not be seen from the *Salvador* (at anchor near by), but unfortunately the master of the tug,

with seeming forgetfulness, ran round the *Sacramento*, and thus gave the passengers an opportunity to discover us. However, if their suspicions were aroused they took no advantage of it. After all were comfortably on board the *Salvador*, the signal which I had directed to be made was hoisted and I was on board in one minute.

I had previously instructed the officers as to their course so soon as we should get on board the *Salvador*, and I am proud to say that my orders were most implicitly obeyed. All the passengers had been assembled in the cabin by Captain Douglas, the commander of the *Salvador*, apparently with the view of examining their tickets, etc. This I had arranged with him some days previously. Every officer and man went to the station I had assigned so soon as he was on board. By this I was enabled to capture papers of value, orders from Mr. Mallory, oath, distribution of shares of the prize, etc. I had cautioned officers and men to seize every scrap of paper they might see.

After having examined the passengers I informed them I was on board simply as a police officer to see that nothing was wrong; that they were under the protection of the Government of New Granada, and that they were perfectly free to go whithersoever they pleased.

I ordered the captain to get underway as soon as possible, and overhaul the *Lancaster*, which had gone to sea.

Having given all necessary orders (secretly), I threw off all appearance of being an officer on board on duty, conversed freely with everybody, and think thereby disarmed "our friends" of all suspicion.

At daylight the next morning, being some 12 miles outside the territorial jurisdiction of New Granada, on the broad bosom of the Pacific Ocean, I ordered the ensign to be hoisted, assembled all the passengers, and then informed them that, in virtue of my commission, being now under the American flag, I desired the pleasure of the company of several of them on board my ship.

The names and rank of the individuals are as follows, viz:

Thomas E. Hogg, acting master, C. S. Navy, commanding; E. A. Swain, acting master's mate and executive officer; John Hiddle, acting chief engineer; T. J. Grady, acting first assistant engineer; William L. Black, acting assistant paymaster; R. B. Lyon, sailing master; Joseph Higgin, paymaster's clerk.

I beg leave to commend to your favorable consideration the conduct of the officers and men associated with me in this enterprise, all of whom did their whole duty. The following is a list of the officers, viz: Captain D. M. Cohen, U. S. Marine Corps; Lieutenant W. R. Bridgman, U. S. Navy; Mr. T. R. Proctor (your secretary), who volunteered as my aid, and Acting Master's Mate Brown.

I transmit all papers, documents, etc., to you and, in conclusion, beg leave to thank you for the untrammeled manner with which you permitted me to manage the whole business and thus carry out to a successful termination your views, wishes, and instructions.

I am, sir, with the highest respect, your obedient servant,

H. K. DAVENPORT,
Commander, U. S. Navy, Commanding Lancaster.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

P. S.—I was much indebted to Mr. William Nelson, commercial agent Panama Railroad Company, for valuable information. I would also state that the U. S. consuls of Panama and Aspinwall were on board the *Salvador*.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, May 7, 1864.

SIR: You will proceed with the men under your command from Wilmington by the shortest and safest route to the port of Panama. At that port you will take passage on board either the *Guatemala* or *San Salvador*, the two Federal screw steamers trading between Panama and Realejo. After reaching the high seas you will consider upon and devise a means to capture the vessel in the name of the Confederate States, and effect the capture without fail. Your conduct toward the people of the captured vessel will be guided by that spirit of humanity which ever characterizes the conduct of our naval officers. Having secured the steamer, organized your crew, and hoisted the flag of the Confederate States, you will adopt prompt measures to arm your vessel and proceed to cruise against the enemy of the Pacific. If practicable, you will report or communicate with Captain R. Semmes, of the C. S. S. *Alabama*, and obey such orders as he may give you. The rights of neutrals must be strictly regarded. The importance of establishing and maintaining a wholesome naval discipline is enjoined upon yourself and your officers. Should you seek neutral ports for supplies or otherwise, you will be careful to observe the usual naval courtesies and customs toward those in authority, and upon all proper occasions you will seek to place the character of the contest in which we are engaged and the principles involved in it in their proper light. Should you at any time hesitate as to your course as a Confederate cruiser your judgment may be governed by the consideration that you are to do the enemy, in accordance with the rules of civilized war, the greatest harm in the shortest time, and you will enjoin upon your officers and men the performance of their duty in that spirit of humanity which ever distinguishes a Confederate naval officer. You will endeavor to strike a blow at the California trade and whalemen in the Pacific, and should you capture bullion, it is suggested that, if no better means for shipping it to Europe offers, you place it in the hands of a British merchant of established character at Valparaiso. A French man-of-war might receive it on board in freight for France. At your request Acting Master F. M. Harris is ordered to report to you for duty in this enterprise.

I am, respectfully,

S. R. MALLORY,
Secretary of the Navy.

Acting Master THOMAS E. HOGG,
C. S. Navy, Richmond, Va.

P. S.—You will ship your men regularly in the service of the Navy, in the usual manner, and are authorized to make such acting appointments of officers as your ship may require, reporting their names and, in all cases, the evidences of their fitness and character to the Department.

S. R. M[ALLORY].

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I do solemnly swear before Almighty God, and by all that I hold dear on earth, that I will bear true faith in the matter about to be laid before me concerning injury to be inflicted upon the merchant marine of the United States. I, acting under the orders of Acting Master T. E. Hogg, of the C. S. Navy, [promise] that wherever I may be sent strict secrecy will be observed, and my actions so governed as to be free from suspicion. Should I willfully at any time or place seek to damage the secrecy of the enterprise, I hereby adjudge myself guilty of a fla-

grant breach of trust and a violation of my oath, and as such justly merit any punishment that my associates in this matter may adjudge. This I do solemnly swear. So help me God.

E. A. SWAIN.	JOHN S. HIDDLE.
EDW. J. NORVILLE.	W. L. BLACK.
ROBERT B. LYON.	JOSEPH HIGGIN.
TIMOTHY J. GRADY.	HENRY MELATHORNE.
T. E. HOGG.	THOMAS REYNOLDS.
JOHN BRADSHAW.	JAMES BOUDET.
T. K. STODDARD.	GEORGE NEIL.

HENRY (his x mark) SULLIVAN.

I certify that the foregoing is a true copy of the original paper found on board the steamer *Salvador*.

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting correspondence with the President of the United States of Colombia regarding permission to send prisoners across the Isthmus of Panama.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 15, 1864.

SIR: I have the honor to enclose herewith copies of a correspondence between the President of the United States of Colombia and myself, relative to the part taken by me in the capture of the seven pirates from the American steamer *Salvador*. By this it will be seen that the President is pained to decline granting my request for permission to pass these prisoners across the Isthmus, from want of power to do so.

Assuming, therefore, from his language that he would grant the requested permission if he could do so constitutionally, I shall not fail to send these prisoners to New York by the first United States vessel that arrives at Aspinwall for the purpose of giving convoy.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 11, 1864.

SIR: Having received, officially and from sources of undoubted authority, information that a band of pirates were congregating in this city with the known intention of taking passage in the American steamer *Salvador*, and after leaving the Bay of Panama in that steamer to capture her and convert her into a piratical cruiser, I determined if possible to put a stop to this foul attempt upon the commerce of the world.

The commander of the *Salvador* requested my assistance in order to protect him and his passengers from harm while in the act of examining the luggage of his passengers, that being the only sure way of identifying the desperadoes from the peaceful and worthy passengers on board his steamer. To this I most readily assented, and for the greater security of the *Salvador* I proceeded in this ship beyond the legal

jurisdiction of the Government of New Granada and there took from her seven persons, who, with arms, powder, and other munitions of war in their possession, and bearing written proof of their intentions, were on board of her under real or false names and with the known intention of becoming pirates of the seas.

I would most respectfully represent to your excellency that this nefarious transaction has occurred in the venerable city of Panama, and but for the timely information I received, this band of desperate men, leagued with others, would now in all probability have been in possession of the steamer *Salvador*, with the design of capturing one or more of the fine mail steamers of the Pacific Steamship Company.

These pirates have been arrested by me upon the high seas, in the name of the Government of the United States, and I have to request of your excellency permission to send them across the Isthmus on their way to New York in season for the next steamer for that place.

I have the honor to assure your excellency of the respect and high consideration of your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

His Excellency JOSÉ LEONARDO CALANCHA,
President of the State of Panama.

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[Translation.]

UNITED STATES OF COLOMBIA,
SOVEREIGN STATE OF PANAMÁ,
Presidency of the State, Panama, November 13, 1864.

From your hand I received yesterday the note, dated 11th instant, on board of the frigate *Lancaster*, which you were pleased to write me, with two objects of different signification, in my opinion.

The first tends to inform the government of the state of having prevented the consummation of a deed without doubt of immense importance to the commerce of the world, as is well indicated in the note I have the pleasure to reply to.

The president felicitates the honorable admiral on the dexterous manner in which he has prevented the occurrence, vast in disastrous consequences, and at the same time gives him his thanks for the respect with which he has tributed to our sovereignty by proceeding outside Colombian waters to apprehend the individuals.

The second is to solicit permission from the executive power of the state to send over the Isthmus the seven prisoners now on board of the *Lancaster*.

In regard to this point I am with pain obliged to reply in the negative to the honorable admiral.

The national constitution, in paragraph 1 of article 17, reserves to the General Government all foreign affairs, and article 89 prohibits all functionaries or public corporations from exercising any function or authority that clearly has not been confirmed [conferred] on them.

In view of the aforesaid disposition of the fundamental chart of Colombia, it is not permitted me to concede the permission solicited by the honorable admiral.

I hope the honorable Mr. Pearson, weighing the force of the reason given, will do full justice to a negative emanating from want of power to give the permission.

The honorable admiral, from the fact of soliciting the permission, recognizes the necessity of it, founded on the sovereignty of Colombia in the territory and on international law, and I hope the honorable admiral, respecting the sovereignty of the South American Republics, sisters and neighbors of the daughter of the great Washington, will renounce the idea of sending across the Isthmus the seven prisoners taken from the *Salvador*.

With sentiments of great consideration, I am the servant of the admiral,

J. LEONARDO CALANCHA.

Hon. G. F. PEARSON,
Acting Admiral, Commanding U. S. Squadron in the Pacific.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting correspondence regarding attempt to capture steamers on that coast.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 15, 1864.

SIR: I have the honor to enclose herewith a number of letters from Captain Dow, of the American steamer *Guatemala*, giving a very lucid account of the pirates upon the Pacific coast.

These letters were handed me by Commander Davenport, who boarded the *Guatemala* this morning at about 3 o'clock with the hope of finding a number of the piratical gang in her. I also enclose Commander Davenport's report concerning same.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. LANCASTER,
Panama, November 15, 1864.

ADMIRAL: I enclose herewith copies of several letters which were kindly furnished me by Captain Dow, master of the Panama Railroad Company's steamer *Guatemala*. I boarded his vessel at 3 o'clock a. m. this day, with three armed boats, with the view of ascertaining if there were any suspicious persons among his passengers, but I found none.

This was in obedience to your verbal orders and in accordance with a prearranged plan to arrest, after I had taken the ship out of the jurisdiction of the United States of Colombia, such persons as I might have sufficient evidence [to show] were concerned in the late piratical attempt on our commerce in these waters.

The letters of Captain Dow are, as you will readily perceive, characterized by a degree of intelligence alike creditable to him and the company in whose employment he serves.

I have the honor to be, most respectfully, your obedient servant,

H. K. DAVENPORT,
Commander, U. S. Navy, Commanding Lancaster.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

U. S. M. S. GUATEMALA,
La Libertad, November 6, 1864.

I have the strongest evidence that the strangers lately, if not now, on shore at La Libertad, calling themselves Englishmen and engineers, are part of a gang under the leadership of one Bradshaw, and that they came from Havana via Omoa for the distinct purpose of taking forcible possession of this steamer, failing which they may undertake the capture of the steamer *Salvador*. Their ultimate intention, if successful in the capture of this or the other steamer, is to attack and capture the California steamers and to commit depredations generally on the commerce of the United States in these waters. In view of this I have to request that you refuse to allow any of these would-be pirates to embark from your port on board of either of the Central American steamers, referring them for reasons to the Government at San Salvador, to whom I shall write more fully on the subject.

Your obedient servant,

J. M. DOW.

The COMMANDER OF THE PORT.

[Translation.]

U. S. M. S. GUATEMALA,
La Libertad, November 6, 1864.

In an official letter (marked private and confidential) of Hon. Thomas Savage, acting consul-general of the United States at Havana, Cuba, dated at Havana, October 2 ultimo, to Alex. R. McKee, esq., consul of the United States at Panama, it is stated with great distinctness that a party of men under the leadership of one Bradshaw, holding a commission from the Secretary of the Navy of the so-called Confederate States, was then about to quit Havana for some port on the Pacific coast of Central America for the purpose of taking forcible possession of this steamer (*Guatemala*), with the ulterior objects of capturing one or more of the California steamers and to commit depredations generally on the commerce of the United States in these waters.

In confirmation of the above I have the honor to inform your excellency that on my upward voyage at this port, the 2d instant, I received from on shore a letter, dated that morning, in which was the following cautionary remark:

> You will have several passengers, I believe, to San José de Guatemala; some (if not the whole) crossed the country via Omoa from Havana. This for your guidance, etc.

I would remark that these people did not embark in time to go in the steamer, and were therefore left behind. Soon after my arrival at Acajutla, in the afternoon of the 2d instant, two men, evidently Americans (del Norte) of the roughest type, came on board for the expressed purpose of going in the steamer to San José. From their actions they evidently expected to meet on board their companions, who failed to embark at this port; but finding they were not on board they declined to give their names and returned on shore. I have since learned that the name of one of these men is Sullivan, which, if my memory serves, is one of the names mentioned in the letter of the consul-general.

On my return yesterday to Acajutla from San José I was informed by a young gentleman in that port that he had been introduced by Mr. Hall, British consul at Sousonate, at his house, to the man Bradshaw.

This man Bradshaw, it now appears, was formerly subordinate officer in the steamer *Columbus*, holding the position of third mate at the time that vessel was wrecked.

I am told that he was afterwards employed as a diver to assist in recovering the treasure lost by the burning of the California steamer *Golden Gate* on the coast of Mexico a couple of years ago, and it is stated that he was concerned in the robbery from the wreck of an amount of gold so large that the English insurers offered a reward of £2,000 for its recovery. I mention this circumstance that you may know something of the character of the man who now wishes to add piracy of vessels to his other crimes. Since this last affair he has been living principally in Cuba, under assumed names. His name on the books of the *Columbus* was Johnson.

In the absence of the minister of the United States near your excellency's Government I have thought that this representation of the subject would result in your adopting such measures as will surely prevent the carrying out in your ports any plan having for its object the piratical seizure of either of the steamers of the Central American line.

In view of a determination I have formed not to allow any of these men to come aboard my ship, I have addressed a letter to the commandant of this port, requesting that he interfere to prevent their embarkation, believing that this action on my part will, under the circumstances of the case, receive the approval of your excellency's Government.

I have the honor to subscribe myself, your excellency's most obedient servant,

JOHN M. DOW.

His Excellency DON GREGORIO ARBIZER,
Minister of Foreign Relations, etc., [*San Salvador*].

Extract from letter of Captain John M. Dow, of steamer Guatemala, to David Hoadley, esq., president.

PANAMA, *November 15, 1864.*

* * * * * * *

I now come to a subject the initial points of which you have doubtless before this received from Mr. Nelson. I allude to the plan formed in Havana by a party of men in the interests of the Southern Confederacy to visit this coast for the primary purpose of capturing one or both of our steamers, with the ultimate object, if successful, of using them against our commerce in the waters of the Pacific. Fortunately, perhaps, for this steamer at least, a letter from Havana was sent to me to read, by Mr. Nelson, just on the eve of leaving on my late voyage, in which the plot was disclosed, and which enabled me to circumvent the plan laid for the capture of this ship on the coast. Having but one officer in the ship in whom I could place perfect reliance, and upon whose support I could surely count in case of emergency (Mr. Kerr, chief engineer), I informed him of the plot, and between us the matter was kept secret until the affair began to develop itself on our arrival at [La] Libertad on the 2d instant, when it was divulged to some of the other and most reliable officers. On the afternoon of my arrival at [La] Libertad, still quite unconscious of any of the party to the plot being on shore, I mentioned the subject to a gentleman, an old friend, who was to land there, and requested he would advise me by note after landing

if there were any suspicious characters on shore intending to embark. He landed the same afternoon, but it was not until the next morning early (2d) that I received a note from him, in which was the following:

You will have several passengers, I believe, to San José de Guatemala; some (if not the whole) crossed the country via Omoa from Havana. This for your guidance, etc.

I immediately made up my mind that the men on shore were either the whole or part of the gang referred to in the Panama letter. Had they come off in one of the early launches that morning I had made up my mind to allow them alongside and on board, after thoroughly searching them for arms, but fortunately, as I afterwards thought, they did not leave shore until the last package of our freight was in the launch then alongside, and with this my business with the port was ended. I now determined to go and leave them behind, as we were already prepared for starting and they but a short distance out from shore, and, suiting the action to the thought, I ordered the line which held us to the buoy let go, and steamed away for Acajutla, deaf to the distant halloos of the disappointed would-be pirates. I learned on my return from San José that they attributed their failure to get on board to the poor launchmen, not supposing that I went away purposely to baffle them.

It was half past 10 in the morning of the 2d when we left La Libertad, and at 2 o'clock the same afternoon we made fast to our buoy at Acajutla. Soon after a launch from shore came alongside for freight, and a clerk to check it out. In reply to a question the clerk told me there were on shore two men calling themselves Englishmen and engineers, who were going in the steamer to San José. Toward evening a launch came alongside from shore bringing the two intended passengers, their faces marked all over with villainy. Their baggage consisted of two saddles and a box of cigars. I directed the purser, as soon as they reached the deck, to ask them their names and for their passage money, which he did, but they already had taken time to cast their eyes about them to see their friends expected from [La] Libertad were not aboard, and to the purser's question they replied that they would not give their names then, as they expected a friend to arrive at the port with their baggage, and if he did not come off in the next launch they would return on shore and await the arrival of the next steamer. Walking carelessly about the ship till the launch they came in had received her lading, they went forward and asked that their saddles be returned to the launch, and without waiting to ascertain whether their expected friend, who, by the way, was a myth, was in the launch then leaving the shore, they left the ship and returned to shore. Their actions and conduct while on board were so transparent that the meanest intellect could discover in them a deeper motive for their visit than they would have been willing to allow. I afterwards enquired of the clerk from shore if he knew either of their names. He replied that the name of one of them was Sullivan; that of the other he did not know.

Knowing this clerk of our agent to be discreet, I told him the secret of these men's mission, and instructed him to gain all the information he could of their movements and let me know on my return from San José. At 11 o'clock that night (2d), my usual time, I left for San José, anchoring in that roadstead at daylight the following morning. During my stay at this place I advised the commander of the port of the plot, and also wrote a letter on the subject to the Government of Guatemala, the substance of which, but with additional information subsequently obtained, is contained in my letter to the minister of foreign affairs of [San] Salvador, a copy of which is enclosed. I was advised by the *commandant* of the port [of] San José that there were no persons on

shore intending to take passage in the steamer excepting such as were well known to natives of Central America, which proved to be the case.

On the morning of the 5th instant I left on my return to Acajutla, where we arrived the same day at 2 p. m. In the first launch from shore came the clerk of the agent, who informed me that on the night previous, at the residence of the British consul in Sonsonate, he was introduced to Mr. Bradshaw, the man whose name appears as the ringleader of this gang in Central America. Bradshaw, in course of his remarks, stated that it was his intention, as he had missed the steamer, to go to Guatemala by land. The two men who boarded the *Guatemala* at the port were also in Sonsonate at this time and tried to make it appear that Bradshaw was a stranger to them, and that they had made his acquaintance there. This fellow Bradshaw, under the name of Johnson, it is now known, was third officer of the *Columbus* for some time previous to and at the time she was wrecked, and is therefore more or less familiar with the coast and with these steamers. He has also made more than one passage in this ship from or to Panama. My steward tells me that on one of the occasions when he was on board he remarked to him that this steamer would make a capital privateer. I might tell you more of this man, but I think I have said enough to convince you that I now know enough about him to prevent his ever again walking my ship's decks a free man. On asking the clerk, he informed me that a man named Thomas Reynolds, calling himself half-brother of Bradshaw, was in the port and intended embarking in the steamer for La Union, where he expected to meet his patron, whose clerk he was, and to accompany him to the fair of San Miguel. I immediately sent word ashore that no passengers would be permitted to embark on the steamer until the next morning, as I had now fully determined that if any of these men came aboard it would be my duty to put them at once in irons and bring them to Panama, and to do this I thought [it] would likely result seriously to the interests of the company, for if sent to the United States I, as well as some of the officers of the ship, would be required to go as witnesses against them. It may be pertinent here to state other reasons why I was disinclined to have them aboard. We had not arms enough to supply half the officers. We had half a dozen rifles, but only percussion pellets for one; only one Colt's revolver, navy size, and a double-barreled shotgun of my own; and to confine them we had only three pair of handcuffs. Again, my crew are a motley set, waifs gathered from the beaches of Panama and Aspinwall, and half of them, if not all, would gladly join an enterprise where money [is] promised to be gained cheaply, and where absence of all discipline would leave them without restraint. But, notwithstanding all this, my own feelings were in favor of capturing the gang, and had I known then what I now know of the capture of the gang on the *Salvador*, I should most certainly have made the effort.

But to return to my story. The following morning early the freight was all aboard, and at 7 o'clock I left for [La] Libertad, leaving behind the man Reynolds, who was the only passenger to embark. We arrived at [La] Libertad at 11 o'clock the same morning, and, without waiting to hear from shore, sent my purser with a note to the commandant of the port, a copy of which is enclosed. On his return the purser informed me that the commandant had told him he had received orders that morning from the Government to arrest those men in the port, supposing from their suspicious movements they were emissaries of Barrios. On learning from my purser their true character and purpose, the

commandant offered to have them arrested at once and send them under guard to the capital, but the purser very prudently advised him not to do so then, for, seeing him on shore, they might think his presence there had something to do with their arrest. We heard later in the day that they had voluntarily left for the capital, and as the commandant left the same evening with my letter to the Government, they were probably arrested so soon as they arrived. A guard had also been sent by land to Acajutla to capture any found there. This was done on the original supposition of the Government that these men had come to [San] Salvador in the interest of Barrios. What the Government will do with them after arrest I do not know; most likely send them out of the country by the same route they came into it. One thing is at least certain, that the power of these men for evil is gone, for they must surely know now their intentions are well understood.

The steamer *Salvador* arrived at Punta Arenas in the night of the 12th. While I was still there Captain Douglas came on board and told me of the capture of the would-be pirates on his ship. I gave him full knowledge of the movements of those in [San] Salvador, and furnished him with every information in regard to them. I, however, think he will see no more of them, and that the plot so loosely formed and so badly managed will be the last for some time to come.

* * * * * * *

JOHN M. DOW,
Captain.

[DAVID HOADLEY, Esq.]

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding disposition of prisoners.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 17, 1864.

SIR: I have the honor to state that, relative to the seven pirates on board this ship, I shall not send them to New York by the steamer *Augusta*, now at Aspinwall, as I have reason to believe that there would be trouble in so doing not apprehended when I reported to the Department that I should send them in the United States steamer from Aspinwall.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting correspondence regarding the transportation of prisoners of war across the Isthmus of Panama.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 24, 1864.

SIR: I had the honor to report to the Department in my communication numbered 22 that difficulties had arisen which would prevent my sending, in whatever gunboat convoyed the next mail steamer from Aspinwall to New York, the seven prisoners taken from the *Salvador*.

By a liberal translation of his excellency the president of this state's answer to my request to be permitted to send across the Isthmus the

seven pirates in my hands, I had assumed that although he was pained to be obliged to refuse my request, on constitutional grounds, still, as there was no higher authority here, he had not the least objection to my sending them on my own responsibility to my Government, or doing with them as I pleased. I had therefore arranged to send them quietly to the gunboat *Augusta*, at Aspinwall, well aware if wrong in so doing I should merit the rebuke of my Government, and that it would not fail to make honorable amends to the Government of the United States of Colombia, should such amends be needed in the small matter of passing seven known criminals against the world across its territory upon a public railroad.

On the day appointed for the sailing of the *Augusta* from Aspinwall I received with astonishment a copy of a letter addressed to W. Nelson, esq., commercial agent of the Panama Railroad, a copy of which is herewith enclosed, marked No. 1. As this letter bears the authority of the president of this state, I looked upon it as a decided threat from him to the agent of the railroad, and not knowing what inducements might have been offered to the large number of sympathizers here and at Aspinwall to effect the escape of the prisoners by breaking up the railroad track or otherwise, I decided at once to await the explanation of this strange and, I believe the Department will decide, most undignified letter, addressed to the agent of the railroad instead of the U. S. consul, who has at heart a desire to do nothing dishonorable to this Government or to myself, who had in a most respectful manner and as a matter of courtesy requested permission to pass the prisoners across the Isthmus to the only country which could punish them for their crimes.

At my request our honored consul, A. R. McKee, esq., called upon the president of this state for an explanation of this letter, but he manifested no disposition to give the information so much needed, or to do anything further than he had done in the matter. After such a letter as that to Mr. Nelson I am induced to believe that he is doing all in his power, and that surreptitiously, to prevent the rendition of these criminals to our Government, and that he does this not from animosity to the United States, but from his fears of the French and his desire to pamper to the appetites of the people about him, many of whom are the associates of the piratical hordes now infesting the ports of Central America with the known intention of stealing our steamers and converting them into piratical cruisers. Consul McKee writes to me that he believes that the president here is a good friend of the U. S. Government. Assuming that the consul is right, I may be permitted to state that his remark reminds me very forcibly of the stereotyped admonition, "Save me from my friends."

Not wishing to have anything further to do with the president of Panama in this matter, I have decided on sending the prisoners to Mare Island, Cal., there to be confined until the pleasure of the Department is known. Fortunately the U. S. S. *Saginaw* arrived here a few days ago, by my orders. I wanted her to cruise along the coast in the track of the Pacific Mail Steamship Company's steamers, and she can at the same time convey the seven pirates to the navy yard, Mare Island.

I enclose herewith the copy of a letter from Consul McKee relative to this matter, marked No. 2.

I have the honor to be, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

No. 1.

UNITED STATES OF COLOMBIA,
SOVEREIGN STATE OF PANAMA,
Office of Secretary of Home Affairs, Panama, November 16, 1864.

The citizen president has been informed through a trustworthy source that notwithstanding the permission solicited by the acting admiral commanding the squadron of the United States stationed in the Pacific, on the 11th instant, in which he requested permission to cross over the seven prisoners now on board the *Lancaster*, and the negative reply of the citizen president of the state, refusing the same for want of power, this matter being reserved by the General Government by the first paragraph of article 17 of the constitution, that he still insists on passing the aforesaid prisoners over the railroad from Panama to Aspinwall.

In consequence I have received orders from the Executive power that the extradition of the prisoners without permission of the General Government, in addition to being imprudent, will also be a motive of displeasure to the Government of the United States of Colombia and to that of the United States of America, and those persons will be held responsible who, knowing that the local government can not give its consent, aid or protect the travel over the territory of the state of the said prisoners.

PABLO E. DE YEAZA.

The COMMERCIAL AGENT OF THE PANAMA RAILROAD CO.

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No. 2.

CONSULATE, UNITED STATES OF AMERICA,
Panama, November 23, 1864.

DEAR SIR: At your request I herewith give my opinion in regard to the pirates in your custody.

It would be a violation of the sovereignty of the United States of Colombia to pass foreign prisoners across her territory without the consent of the authorities, and the precedent would be a dangerous one, because other powers might justly claim the same privilege. Yet in this particular case, where men have combined not only to destroy the commerce of the United States of America, but that of the United States of Colombia, all Europe, and, you may say, the world, my opinion is extraordinary action would be justified by all civilized nations.

I would suggest, however, to save all difficulty, that the prisoners be sent to Mare Island, Cal., there to be confined until orders are received from Washington.

No other punishment can be inflicted upon them save that of confinement (because they have not been guilty of an overt act), and their confinement at that point will be as efficacious as that at Fort Lafayette or elsewhere.

It is further my opinion that they should be shown no leniency. Being dangerous characters, their confinement ought to be what is usually termed close on their [way to their] destination and while there.

I am, truly, your friend and obedient servant,

ALEX. R. MCKEE,
U. S. Consul.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, conveying the thanks of the Department for efficient service in defeating plot to capture steamer Salvador.

NAVY DEPARTMENT, *December 30, 1864.*

SIR: The Department received your several dispatches announcing the capture of the piratical insurgents who embarked from Panama in the steamer *Salvador*, and whose ultimate object was the capture of the treasure ships and depredations upon our commerce in the Pacific. An earlier acknowledgment of them has been omitted in consequence of their having been transmitted to the Secretary of State for perusal and not yet returned.

It was very gratifying to the Department to learn of your prompt measures to arrest the desperadoes, and the successful manner in which the object was accomplished under the immediate direction of Commander Davenport.

Great caution and prudence appear to have been displayed throughout this whole affair in the preparations for capture, the quietness and success in accomplishing it, and in the final disposition of the prisoners under the embarrassing questions that arose.

To yourself, to Commander Davenport, and to those who accompanied him the Department returns its thanks.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEO. F. PEARSON,
Commanding Pacific Squadron, Panama, New Granada.

Report of the commandant navy yard, Mare Island, Cal., of the arrival and confinement of Confederate prisoners from Panama.

COMMANDANT'S OFFICE, NAVY YARD,
Mare Island, Cal., January 1, 1865.

SIR: I have the honor to report the arrival of the U. S. S. *Saginaw* on the evening of the 31st ultimo, with seven prisoners arrested by order of Rear-Admiral Pearson on board of the American steamer *Salvador.*

The admiral sent them up for safe-keeping at the yard, but not having any convenient place for their confinement I addressed letters to General McDowell and General Mason, provost-marshal, requesting orders for their reception and safe-keeping at Fort Alcatraz.

They are now in confinement at that place awaiting the orders of the Department, as reported by telegram of the 31st ultimo.

I am, sir, very respectfully, your obedient servant,

D. MCDOUGAL,
Commandant.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy regarding disposition of Confederate prisoners confined at Fort Alcatraz, Cal.

DEPARTMENT OF STATE,
Washington, January 19, 1865.

SIR: In reply to your letter of the 5th instant I have the honor to state that I have addressed a letter to the Secretary of War suggesting

that the prisoners referred to therein, who were captured near Panama and transferred to Fort Alcatraz, Cal., be confined in military custody, subject to trial by military court-martial.

I am, sir, very respectfully, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Nicholson, U. S. Navy, commanding U. S. S. Galatea, regarding convoy duty.

NAVY DEPARTMENT, *November 10, 1864.*

SIR: Instructions were given some days since to have the *Galatea* prepared to accompany and give convoy to the California steamer of the 13th instant, and you will give convoy accordingly. You will accompany the steamer as far as the island of Navassa only, from which point she will proceed alone to Aspinwall. On her return passage, you will meet her at Navassa and give her convoy as far as Mariguana.

The recent practice of convoying the treasure ships over the entire route is to be dispensed with, and convoy is to be afforded only between Navassa and Mariguana going out and returning. The California steamers usually reach Mariguana the fifth morning after leaving New York. They leave New York the 3d, 13th, and 23d of each month, except when either of those dates may fall on Sunday, in which case the departure is postponed until Monday.

Other vessels will be put on this service with the *Galatea*, so that the convoy between the points can be performed with certainty and efficiency.

Coal can be obtained at Cape Haitien.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander SOMERVILLE NICHOLSON,
Commanding U. S. S. Galatea, New York.

Letter from the Secretary of the Navy to C. Vanderbilt, esq., regarding convoy of California steamers.

NAVY DEPARTMENT, *November 10, 1864.*

SIR: The Department has received your letter of the 7th instant, submitting your views in reference to the convoy service lately put into operation for the protection of the mails, treasure, etc., conveyed by the California steamers between New York and Aspinwall, and suggesting that instead of convoying those steamers over the entire route convoy be extended through the island passage only, as formerly. As you seem to be satisfied that no further convoy than through the island passage is required, believing that the California steamers, with their great speed and vigilant commanders, are in no danger of capture in the open sea, the Department will take measures to carry out your suggestion.

The *Galatea* will convoy the next steamer, leave her at Navassa, and meet her there on her return passage.

Other vessels will be placed on this service, so that it may be performed promptly and efficiently. In adopting your suggestion, I deem it proper to say that, if you entertain any fear of the safety of your vessels, the Department is ready and willing to use its best efforts to give convoy over the entire route.

Very respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore C. VANDERBILT,
New York.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, of the cruise of that vessel from Key West, Fla., to Hampton Roads, Va.

U. S. S. SHENANDOAH,
Hampton Roads, November 11, 1864.

SIR: I have the honor to report that I left Key West on the 6th instant and cruised in the Gulf Stream up to Matanilla Reef, and then along the northern side of Abaco until I reached the direct line from Nassau to Wilmington. On the 7th instant, a few minutes before sundown, we discovered a blockade runner steering north, but the day was so far advanced we could not hold him longer than twilight. I touched off Beaufort, to report to Admiral Porter, commanding North Atlantic Blockading Squadron, and finding that he was at Hampton Roads I proceeded to this place in obedience to your order and reported to-day.

Very respectfully, your obedient servant,

DANL. B. RIDGELY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Rio de Janeiro, Brazil, for repairs, transmitting copy of letter from U. S. minister to Brazil.

U. S. S. IROQUOIS,
Rio de Janeiro, Brazil, November 11, 1864.

SIR: I have the honor to report the arrival of this ship at Rio on the 30th of October, after a passage of eight days, the greater part of which was made under sail, to save our boilers.

I remained in the harbor of Pernambuco only thirty-six hours, to take in coal, having been enabled to come out at night by lighting the buoys.

As I approached the harbor of Rio a boat came outside to board this ship, under the impression that it might be the *Wachusett.* As we passed Fort Santa Cruz the garrison was at the guns, ready for action.

Our reception by the Brazilian authorities has been not only civil, but cordial.

I saluted the town and the Brazilian admiral on Monday, the morning after our arrival. So far as I am able to judge there is a manifest desire here to show good feeling toward the United States.

Immediately upon our arrival I lost not a moment in beginning to work upon our boilers and in ordering the new brasses for our engine. We have worked diligently, and the chief engineer hopes to have finished his repairs by the 16th instant.

Our boilers are in very bad condition. I shall make a special report upon them.

At the earliest possible moment I shall sail for Montevideo, in obedience to your instructions. At that place hostilities are imminent between Brazil and the Banda Oriental [del Uruguay], although war has not been formally declared.

I beg leave to enclose a copy of a letter from our minister to Brazil, requesting me to touch at Santos and St. Catharine's on my way south. As he has urged this request upon me so forcibly in conversation, as well as in writing, I think that I shall act in accordance with your wishes in touching at the ports indicated, and shall therefore do so.

From Montevideo I shall hasten with all dispatch to the Cape of Good Hope, touching, if possible, at Tristan da Cunha.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

LEGATION OF THE UNITED STATES,
Petropolis, November 4, 1864.

MY DEAR SIR: Having explained to you the character of my arrangements with this Government in regard to periodical visits to be made by our cruisers to the different ports of the Empire lying on the Atlantic, you will oblige me and be rendering a very essential service to our Government if, on your way to the River Plate [Rio de la Plata], you will look into Santos and St. Catharine's.

With great respect, your obedient servant,

J. WATSON WEBB.

Captain C. R. P. RODGERS, U. S. Navy,
Commanding U. S. S. Iroquois.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting documents relating to the steamer Georgian, purchased by the Confederates to operate on the Great Lakes.

TREASURY DEPARTMENT, *November 12, 1864.*

SIR: I transmit herewith a letter from the Secretary of State of 11th instant, and the dispatch of R. J. Kimball, U. S. consular agent, therein enclosed, for your consideration.

The steamer *Michigan* belongs to the Navy of the United States, and not to the revenue marine.

With great respect,

W. P. FESSENDEN,
Secretary of Treasury.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. CONSULATE-GENERAL,
Montreal, November 8, 1864.

SIR: I have the honor to enclose a letter from the consular agent at Toronto in relation to the sale of the steamer *Georgian* to a supposed rebel agent by parties residing at Toronto. This is a new vessel, built some year and a half since on the Georgian Bay, by G. H. Wyatt and others, and has, I believe, made one trip across the Atlantic. She is a splendid vessel, built with great care, a fast sailer, and would, if employed in the business mentioned in Mr. Kimball's dispatch, be capable of doing immense injury to the shipping on the Lakes. Mr. Wyatt and his partners sold the steamer *Bowmanville* some two years ago. She was ostensibly to be employed in legitimate trade, but was undoubtedly designed for blockade running. The corroboration of the purposes for which the *Georgian* has been purchased by four persons unknown to each other would seem to establish the fact that she has been bought for the design of being converted into a ram by rebel agents in Canada, and that measures should be at once taken to prevent the plan being executed.

I have notified the Canadian authorities.

With great respect, I am, sir, your obedient servant,

D. THURSTON,
U. S. Vice-Consul-General.

Hon. W. H. SEWARD,
Secretary of State, Washington.

[Subenclosure.]

U. S. CONSULATE,
Toronto, Canada West, November 5, 1864.

SIR: I have the honor to report the following information which I communicated to the provost-marshal of Buffalo, N. Y., under date of November 3. It is given to me by four different parties, unknown to each other:

First. Messrs. A. M. Smith and George H. Wyatt inform me, in answer to my questions, that they have sold the propeller *Georgian*, which they owned, to one Bates, from Michigan, who intends to use her in the lumber trade. They delivered her at Port Calbourne [Colborne], Canada West, on the 1st or 2d of this month. They claim that she is particularly adapted to the lumber trade, as she carries heavy loads with light draft, and the present owners intend to strengthen her beams for towing.

I consider they partially admitted that the pay came through the Ontario Bank ($16,500), where I know Colonel Thompson,* the Confederate agent, keeps his accounts.

The second person says he knows this Bates; knew him in Louisville, Ky. He was at one time a captain of the steamer *Magnolia*, on the Mississippi River.

A third person, whom I well know, but who has previously sympathized with the Confederates, came to me of his own accord to reveal what he claims as a great plot, in order to arrest it, because, he assumes, its success would have a tendency to make trouble between the United States and Canada. He gives as a synopsis the following, which he says he received from Captain Bates himself:

The *Georgian* is purchased by the Confederates. She is to be strengthened in the bow for a ram, somewhere on Lake Huron, after

* See Index for report of Jacob Thompson on this affair.

which she will take on men, cannon, small arms, and ammunition and run into the *Michigan*, off Johnson's Island, to sink her; then make a dash to relieve the prisoners, who will at once be furnished with arms, if they meet with success, after which the *Georgian* will go on a cruise of destruction, including Buffalo Harbor and other places.

My informant claims to know the details of the whole plot, men and places, and would reveal the whole of it to the authorities in the United States if I, as an officer of the U. S. Government, would pay his expenses, and he would also expect the U. S. Government to remunerate him. I told him I could not see any difference between his revealing to me or the authorities in Buffalo, and therefore could not comply with his request, but if he would give me his information I would transmit it to the Department, and if it was of real service to them I had no doubt they would do him justice. He would not consent to this.

A fourth person says he has been solicited to join an expedition by the Confederates. They tell him they have a steamer, but would not say what one it was; plenty of arms and ammunition, and they were going to make an attempt to release the prisoners on Johnson's Island. For the purpose of getting more information he agreed to meet them at Sarnia this week; would be here on Monday next and would see me, and give me any further information he might obtain.

Taking these circumstances altogether, I have no doubt something of the kind is intended, and therefore immediately communicated the intelligence as I secured it to the authorities in Buffalo, with the request that they should notify other authorities as they deemed proper.

I am, sir, very respectfully, your obedient servant,

R. J. KIMBALL,
U. S. Consular Agent.

Hon. JOHN F. POTTER,
Consul-General, British North American Provinces,
Montreal, Canada East

Letter from U. S. consul at Liverpool to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the steamer Sea King (C. S. S. Shenandoah).

U. S. CONSULATE, LIVERPOOL,
Tower Building, South Water Street, November 13, 1864.

DEAR SIR: The *Laurel* went to Madeira, where she lay some three days. The steamer *Sea King*, that sailed from London on the 8th of October, went off the island and on the 18th signaled the *Laurel* to come out. She immediately got up steam and both steamers went to a small barren island within sight of Madeira, anchored alongside in 17 fathoms water, and the *Laurel* transferred to the *Sea King* the six guns and carriages, a large quantity of shot, shell, powder, etc. After this was done the captain of the *Sea King* called all the men back, told them he had sold the vessel to the Confederates, and that she was hereafter to be a privateer, the same as the *Alabama*, but that she would not fight. He then did all he could to get the men to enlist. Some did so under the influence of liquor, which was served out in profusion. She is to be called the *Shenandoah*. My informant does not know Captain Semmes, but was told he was to be her commander. When they left her she had the Confederate flag flying. The *Sea King* is about 222

feet long, 32 feet beam, and draws some 13 or 14 feet of water; is ship-rigged, three masts, bright, and heavily sparred. Her bulwarks are high. Her screw is so constructed that it can be taken up out of water. She is an excellent sailer and altogether a fine vessel for the business of privateering.

A part of the guns are 68 and the others 32 pounders. She also has two 20-pounders, making eight in all.

I much fear another vessel is to go either from England or France. Eleven guns, 68-pounders, with their carriages, are now lying in Liverpool ready to be embarked in some vessel.

Very respectfully, yours, etc.,

THOMAS H. DUDLEY.

Commodore THOMAS T. CRAVEN.

[P. S.]—The *Laurel* went to Teneriffe and landed the men who would not join the *Shenandoah*. The latter vessel went in another direction, and is no doubt now burning and destroying vessels.

Order of the Secretary of the Navy to Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, regarding convoy duty, and appointing him senior officer of the convoy fleet.

NAVY DEPARTMENT, *November 15, 1864.*

SIR: Instead of convoying the California steamers over the entire route between New York and Aspinwall, convoy is hereafter to be afforded only from Mariguana to Navassa, both on the outward and homeward trips.

To do this promptly and efficiently three steamers are to be detailed, one of which (the *Galatea*) sailed from New York with the steamer of the 13th instant. The *Neptune* will be the second, and a third will be soon ordered.

You will be the senior officer of this convoy fleet, and as such will give the necessary orders to the commanding officers of the other vessels, and make such arrangements as will secure an efficient discharge of the duty to which these vessels are sufficient to give the convoy required, but a third is to be added, so that in case of either being disabled the convoy service will not suffer thereby.

Coal for the steamers can be procured at Cape Haitien, and the Bureau of Equipment should be advised of any deficiency in the supply.

Letters or dispatches for the convoy steamers will be sent out by the California steamers.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Commander JOS. P. SANFORD, U. S. Navy,
Commanding U. S. S. Neptune, Philadelphia.

Letter from the British acting chargé d'affaires at Washington to the Secretary of State, transmitting information regarding the steamer Georgian.

WASHINGTON, *November 15, 1864.*

MY DEAR SIR: With reference to my private letter to you of the 13th instant, respecting the release of the *Georgian*, I think it useful

for you to possess copies of the enquiries made about her of the collector of customs at Port Colborne, and of the telegraphic circular sent by the Canadian finance department to the various collectors of customs at the different ports on the Lakes with respect to ships of a suspicious character.

Believe me to be, my dear sir, your very faithful, humble servant,

J. HUME BURNLEY.

Hon. W. H. SEWARD,
[*Secretary of State.*]

[Enclosures.]

[Telegram.]

PORT COLBORNE, *November 8, 1864.*

Propeller *Georgian* entered inward from Port Stanley on 29th October, discharged cargo, and reported inward for Buffalo on 1st November; returned here on 3d. Captain came to office and stated he had been to Buffalo for repairs. Had a clearance for this port without cargo. Was going to Sarnia, but wanted wood. Wished to know if it was necessary to have a clearance from here to Sarnia. Having a clearance to a British port, did not grant another. Weather stormy; remained until Saturday, when weather moderated. Left at 6:30 p. m. On enquiring of harbor master, he informed me she took 60 or 70 cords wood, as stated, for ballast. He states they informed him on board she was going to Chicago. Nothing connected with her suspicious, unless taking the quantity of wood and going to one port when reporting here she was going to another might be so construed. Did not come to the office after taking wood on board. Mr. Gordon, from whom the wood was purchased, has stated she only took 30 cords.

W. PRING,
Collector.

Hon. A. T. GALT.

[Telegraphic circular.]

FINANCE DEPARTMENT,
Quebec, November 8, 1864.

Give particular attention to vessels clearing from your port. If any circumstances indicate intention to violate neutrality laws, refuse clearance and detain vessel, immediately reporting to this department and to the attorney-general.

COLLECTOR OF CUSTOMS AT ———.

Order of the Secretary of the Navy to Commander Carter, U. S. Navy, commanding U. S. S. Michigan, regarding the steamer Georgian.

NAVY DEPARTMENT, *November 16, 1864.*

SIR: I have received your communication* of the 7th instant, respecting the propeller *Georgian*. Previous to the receipt of the same the Department had notified you of the suspicious character of this vessel. Your report discountenances the idea that the vessel is designed for

* See p. 349.

the purposes intimated, and you are of opinion that the reports are gotten up to alarm the citizens on the Lakes. This may be so, but past experience teaches us to be on our guard.

I have before me a letter addressed by the Secretary of State to the Secretary of the Treasury, who referred it to this Department, enclosing a copy of a dispatch from the U. S. vice-consul-general at Montreal, reporting the sale of the *Georgian* to suspicious parties, and under circumstances to warrant the belief that she is to be used for hostile purposes against the United States. In communicating the dispatch the Secretary of State suggests that the commander of the *Michigan* be instructed to capture the *Georgian* if found in American waters or on the open lake, and you are hereby instructed accordingly.

If, however, information should reach you placing it beyond doubt that the *Georgian* is held by neutral parties, and you should find her engaged in peaceful and legitimate pursuits, the order to seize may be regarded as revoked.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JNO. C. CARTER,
Commanding U. S. S. Michigan, Erie, Pa.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, of the return of that vessel from convoy duty, and giving account of cruise.

U. S. S. GRAND GULF,
Navy Yard, New York, November 16, 1864.

SIR: I have the honor to report the return of this vessel to this place, having convoyed the California steamer *Ocean Queen* to Aspinwall. Returning, when we had arrived near to Cape Maysi, island of Cuba, on the 9th instant, the captain of the *Ocean Queen* informed me, having stopped to speak us, that he would be compelled to leave us behind; otherwise, he was afraid he would get out of water and provisions. We lost sight of him the same evening, ahead, about 9 o'clock.

I have to report that in a north gale in the Gulf Stream, in the night of the 25th ultimo, it was discovered that the vessel was leaking in a manner to cause much anxiety, to an extent that the engine pumps were insufficient to keep her free, and that it was necessary to work the deck pumps a considerable portion of each hour, night and day, during the gale, which lasted about twenty hours. The water seemed to pour in through the seams at each roll of the ship, from either side. It appears that all of the upper portion of the frame, at least, was built of timber which was not properly seasoned; that the knees are very much shrunk, and split, in some places, from the sides and from the beams, so that the spar deck is worked much out of shape, the seams opened, and leaks considerably, and the main deck is also affected to some extent by the same cause.

I beg leave to submit, sir, that to keep up a rate of speed requisite to keep in company with one of these California steamers throughout a passage of nine or ten consecutive days and nights, without stopping, the wear and strain upon a vessel of this description is very much greater than is incident to ordinary cruising, and probably much greater

than is incident to a large side-wheel steamer under similar circumstances. I feel that I am constrained to say, from the experience of this last voyage, that this vessel is not safe now to encounter rough weather at sea without extensive repairs to her decks and the upper frame generally.

In the midst of the gale it became necessary to draw the fires under one boiler to repair a leak, and subsequently to draw the fires again from under the same boiler to repair another leak.

On the 30th ultimo, in latitude 22° 6′ N., longitude 73° 20′ W., we passed the U. S. S. *Rhode Island* with her convoy, the *Costa Rica*, standing to the northward.

Soon after midnight on the 3d instant, about 90 miles distant from Aspinwall, a nut dropped from the balance piston rod and found its way into the upper end of the cylinder; was caught by the piston, and broke out about 9 square inches of the cylinder head, causing much delay. At Aspinwall we succeeded in making such temporary repairs as have enabled us to make the passage home under some difficulties.

We arrived at Aspinwall in the evening of the 3d instant, and left that place in the evening of the 5th instant, having received 222 tons of coal.

On the 11th, in latitude 26° 44′ N., longitude 73° 13′ W., we spoke the U. S. S. *Augusta*, bound to the southward.

Yesterday, just before noon, in latitude 38° 40′ N., longitude 73° 30′ W., an English bark standing to the westward made signal of distress. I stood for him; it was the bark *Linden*, from Philadelphia, bound to Rotterdam, with coal oil. He represented that he was in a sinking condition. I took him in tow. At sunset the weather was extremely threatening; the vessel was rolling heavily, with a strong wind from W. S. W. Being short of coal, I was compelled to cast him off when we had arrived in sight of Absecon light. I sent a boat to him to ask if I could assist him otherwise than by towing; he concluded that he was safe then to reach New York, and that I might leave him. I have used sails as much as practicable at all times, with a view to the strictest economy in the expenditure of coal.

I am, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding the cruising ground of that vessel.

U. S. S. SACRAMENTO,
Dover, November 17, 1864.

SIR: In consequence of the promise which our minister at Paris has received from the French Government that those vessels which were intended for the Confederates at St. Nazaire shall not be permitted to leave their ports as such, and "upon this promise the minister (his Excellency William L. Dayton) informed Mr. Drouyn de Lhuys that these vessels would not be interfered with by our cruisers," I shall follow his instructions according to your order.

Mr. Dayton presumes that his dispatch to the State Department containing the above facts was not received until after your letter to me

upon that subject was sent. As many reports are in circulation of rebel cruisers hovering along the coast, and by the advices of our representatives in London, I intend to cruise as far down as Gibraltar, which is the extent of my station at present, making Lisbon my port for coal and supplies.

Our consul at London will forward our letters to us.

Very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, regarding convoy duty.

NAVY DEPARTMENT, *November 18, 1864.*

SIR: Convoy the California steamer which sails on the 23d instant as far as the Mariguana Passage, and then return to Beaufort, N. C., and report to the senior commanding officer present for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEO. H. COOPER, U. S. Navy,
Commanding U. S. S. Glaucus, New York.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Michigan, regarding the steamer Georgian.

U. S. S. MICHIGAN,
Erie, Pa., November 20, 1864.

SIR: Your letter* of the 16th instant to my predecessor, Commander Carter, is referred by him to me.

Commander Carter informs me that he has had a reliable person from this vessel at Detroit along the Canada shore at Rond Oue [Rondeau], Sarnia, Toronto, and Ogdensburg. He reports that the *Georgian* is employed in carrying lumber to Buffalo, and that her pursuits are legitimate.

Lieutenant-Colonel Hill, commanding the military post at Detroit, assures us that he has no apprehension in regard to her. He has two armed tugs at the St. Clair River watching everything which passes up or down. Commander Carter assures me that no apprehensions need be entertained in regard to the *Georgian*, and that the borders are quiet.

I found the *Michigan* hauled into the dock and housed over for the winter.

I have the honor to be, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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*See p. 374.

Letter from the Secretary of the Navy to Commander Baldwin, U. S. Navy, late commanding U. S. S. Vanderbilt, giving the reason for his detachment from the command of that vessel.

NAVY DEPARTMENT, *November 21, 1864.*

SIR: I have received your letter of the 17th instant, enclosing an article clipped from the editorial columns of the New York Herald of the 13th instant, which, although [neither] your name nor that of the *Vanderbilt* is mentioned, you think reflects upon your official reputation while in command of that vessel, and asking if you were detached because of any want of energy.

The Department takes pleasure in stating that you were not detached from the *Vanderbilt* because of any want of energy. The manner in which you discharged the duties of commander of that vessel was entirely satisfactory to the Department.

The *Vanderbilt* is a commodore's command, but while on independent service she was placed under your command at the request of the liberal gentleman who donated the vessel to the Government. When she became attached to the North Atlantic Squadron, in which there were captains serving, it was necessary that the command should be given to an officer of that rank; hence your detachment.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander C. H. BALDWIN, U. S. Navy,
New York.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, on the receipt of the news of the reelection of President Lincoln.

U. S. S. NIAGARA,
Antwerp, November 22, 1864.

SIR: Telegrams yesterday announced the reelection of his Excellency President Lincoln. The *Niagara* was immediately dressed, with our national flag flying at her mastheads. Considering this to be the greatest and most important contest of the war, and most glorious in its results, I have again dressed ship to-day, and at noon fired a salute of twenty-one guns.

It is, I believe, the first time since our national existence that such a demonstration was made by any of our ships of war, but the occasion seems so momentous and all-glorious to me that I could not resist the impulse to thus manifest my joy.

I have the honor to be, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Master Clark, U. S. Navy, commanding U. S. ship Onward.

NAVY DEPARTMENT, *November 23, 1864.*

SIR: On the receipt hereof, proceed with the U. S. S[hip] *Onward* to New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master WM. H. CLARK,
Commanding U. S. S[hip] Onward, Bahia, Brazil.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, of the disposition of the vessels under his command.

U. S. FLAGSHIP LANCASTER,
Panama Bay, November 24, 1864.

SIR: I have the honor to inform the Department of the present disposition of the squadron under my command:

The flagship *Lancaster* at Panama, preparing for a cruise.

The *St. Mary's* at Panama, where she will remain until relieved by the *Cyane.*

The *Saginaw* at Panama, preparing for a cruise in the track of the steamers of the Pacific Mail Steamship Company.

The *Saranac* is at Acapulco.

The *Wateree* arrived recently at San Francisco from Acapulco, with seventy-one of her crew on the sick list. She was preparing to go into dock, as she needed cleaning badly.

The *Cyane* on her way from Acapulco to Valparaiso and other ports. Her crew was sickly and required replenishing.

The *Farrallones* (storeship) at Acapulco.

The *Fredonia* (storeship) is at Callao.

I have the honor to be, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, in view of rumored fitting out by Captain Leon Smith of a Confederate privateer, transmitting enclosures.

NAVY DEPARTMENT,
Washington, November 28, 1864.

SIR: I enclose herewith a copy of a confidential dispatch of the 19th instant, addressed to me by Mr. Thomas Savage, esq., U. S. vice-consul at Havana; also a copy of his confidential letter of the 20th instant to Rear-Admiral Hiram Paulding, commandant of the navy yard at New York, in reference to the design of Leon Smith, of the insurgent service, and probably now on the way to Liverpool, to fit out a steamer in the waters of England to cruise against our commerce.

Confidence is placed in the report concerning the designs of Smith, who is said to be a bold and enterprising man. The Department enjoins on you to be vigilant, with the view of intercepting the steamer to be fitted out by Smith, should she be permitted to leave the waters of Great Britain and proceed to sea.

It will be advisable for you to place yourself in communication with our minister at London, Mr. Adams, or our consul at Liverpool, Thomas H. Dudley, esq., who may be able to keep you advised of the progress of Smith in accomplishing his object.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, Waters of Europe.

[Enclosures.]

Confidential.] U. S. CONSULATE-GENERAL,
Havana, November 19, 1864.

SIR: The pilot on the *Ticonderoga* has just been to see me. He wishes me to advise you that Leon Smith, of the rebel Navy, who has been here some days, is going to Liverpool, from which port a steamer of about 800 tons is to sail, and place herself under his command. She will be armed in the British Channel with eight guns—six of them broadside 68-pounder rifles, and two pivots, English, 100-pounders, 7½-inch rifles. Leon Smith says he will do nothing until he is in the Pacific. The pilot will endeavor to find out further information and communicate it to me.

With great respect,

THOS. SAVAGE,
Vice-Consul-General.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Confidential.] U. S. CONSULATE-GENERAL,
Havana, November 20, 1864.

SIR: I addressed yesterday to the honorable Secretary of the Navy at Washington a dispatch in the following words:

The pilot on the *Ticonderoga* has just been to see me. He wishes me to advise you that Leon Smith, of the rebel Navy, who has been here some days, is going to Liverpool, from which port a steamer of about 800 tons is to sail, and place herself under his command. She will be armed in the British Channel with eight guns—six of them broadside 68-pounder rifles, and two pivots, English, 100-pounders, 7½-[inch] rifles. L. Smith says he will do nothing until he is in the Pacific. The pilot will endeavor to find out further information and communicate it to me.

The foregoing was given me at noon. In the evening the same person came to my private quarters and communicated the following:

The steamer is to be looked for on the west coast of England. Leon Smith won't tell the port she is to leave. It seems he is not to have the command of her, but Captain Barney. She is to receive her armament in the English Channel from a bark showing a red swallow-tailed flag, No. 5, Marryat's signals, at the fore-mast-head. Say to the Government to send orders to the consul at Liverpool to advise the *Niagara* or other of our cruisers to look for that steamer from the 10th to the 15th of December.

I will be much obliged if you will telegraph the contents of this letter to the Secretary of the Navy immediately upon its receipt.

I have also information from our paid informer. He says that on the evening of the 18th instant he met at the Louvre coffeehouse a Savannah pilot, just arrived from Nassau, with whom he was acquainted, and who informed him that about the 25th of this month two boats called the *Gem* and *Star* will leave Nassau for Savannah, they being the first that have made the attempt since the capture of the *Jupiter*, more than a year ago.

This pilot, whose name is King, told him that there are now in Savannah four gunboats, three of them ironclad. That at the junction of the river on which the city stands and another river, the name of which he forgot, the rebels have a line of torpedoes laid across the river, not made to explode by being run against, but by means of a magnetic wire attached and leading to the opposite shore. King, while in Charleston some six weeks ago, saw the arsenal blow up. The rebels have in Charleston, made for immediate use, several torpedo boats.

There was a party of gentlemen from Nassau on board the *Harriet Lane* on last Wednesday. They went, having a master carpenter with them, with the intention of buying her if she suited them. She was bored in several places to see if she had the dry rot, and was found to be perfectly sound. They did not buy her, because she drew too much water for their purpose.

Be so good as to make this information known as soon as possible to the Navy Department.

I have the honor to be, sir, with great respect, your obedient servant,

THOS. SAVAGE,
Acting Consul-General.

Rear-Admiral HIRAM PAULDING,
Commanding Navy Yard, Brooklyn.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. Galatea, regarding service of that vessel as convoy.

U. S. S. GALATEA,
At Sea, November 28, 1864.

SIR: I have the honor to inform you that, in obedience to orders, I reported for the command of this vessel on the 11th instant, and sailed on the following Monday to convoy the U. S. mail steamer *Costa Rica* as far as the island of Navassa, but the superior speed of that vessel prevented me from keeping up with her, and we last saw her at sundown on the day we sailed.

I should have gone on as far as Navassa, but want of coal prevented me from doing so, and I anchored at Cape Haitien on Monday, the 21st instant.

I am now on my way to meet and convoy the *Costa Rica* on her return trip as far as the island of Mariguana.

While at Cape Haitien I learned that a number of cases of yellow fever (mostly fatal) had recently occurred among the French shipping in port, and I was appealed to by the commander of one of the French merchant vessels to furnish him men to take his vessel back to France, he having lost more than one-half of his crew by the fever; this request, of course, I promptly declined.

No apprehension is felt at the cape of the fever becoming epidemic, as it is confined entirely to the French vessels in port, and was brought there by them from some of the Windward Islands; but for security I anchored well clear and to windward of all shipping.

The news of the reelection of Mr. Lincoln was received with great rejoicing by the inhabitants of the town.

I have the honor to be, your obedient servant,

S. NICHOLSON,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, of the arrival of that vessel at Mariguana Island, West Indies.

U. S. S. NEPTUNE,
Off Mariguana Island, West Indies, November 28, 1864.

SIR: I have the honor to inform the Department of the arrival of the *Neptune*, under my command, off this island at noon on the 26th instant, having made the passage in five days from the capes of the Delaware. The whole passage was very stormy and exceedingly rough.

Very respectfully, your obedient servant,

JOS. P. SANFORD,
Commander, and Senior Officer of Convoy Gunboats.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, of the cruise of that vessel as convoy to California steamer North Star.

U. S. S. AUGUSTA,
Port Royal, S. C., November 29, 1864.

SIR: In obedience to your general instructions* of August 27, 1864, I have the honor to report that this ship left New York a little after 8 o'clock on the evening of the 6th instant, under orders from Rear-Admiral H. Paulding to follow the California steamer *North Star*, then some sixty hours at sea, to Aspinwall, and give her convoy thence to New York.

On the 11th instant, at 7:50 a. m., in latitude 27° 27′ N., longitude 73° 19′ W., I boarded the California steamer *Ocean Queen*, to give information in regard to the presence of piratical cruisers off our coast. At meridian of the same day, in latitude 26° 51′ N., longitude 73° 7′ W., I communicated with Commander Ransom, commanding U. S. S. *Grand Gulf*, who reported an injury in the cylinder head of that vessel's engine and having but three days' fuel. He required no assistance.

At 7:30 a. m. on the 16th instant this vessel reached Aspinwall, where I found the California steamer *North Star*, Captain Jones, to whom I made known the substance of my orders.

The coaling of this vessel was finished on the morning of the 18th instant, and at half past 6 a. m. of that day she left Aspinwall, following the *North Star* out of that harbor.

During the night of the 21st instant, while making its best performance to prevent the *North Star* from getting out of sight, a heavy thump

* Not found. See p. 168.

of the engine of this ship was developed. I followed the *North Star* to Mathew Town, in the island of Great Inagua, arriving at that place at 8 a. m. on the 22d instant, and communicated with that vessel, which soon after, without anchoring, resumed her course, this ship following her.

At 12:15 p. m. of the 22d instant, the thump of the piston having become more violent, I visited the *North Star* to request that her chief engineer might be directed to examine the complaint of this engine and give me his opinion of its cause. That engineer confirmed the report of First Assistant Engineer William H. King, the engineer in charge of this engine, that the piston was loose on the rod. Thereupon I gave orders to run the engine at a moderate speed with the utmost attention to the irregularity of its action, and with every readiness to check disastrous tendencies.

At 1:05 p. m. on the 25th instant, about the end of a moderate northeast gale, in latitude 29° 25′ N., longitude 73° 54′ W., the piston, under 15 pounds of steam, dropped with a violent concussion from the rod when about midway of its downward stroke, irreparably cracking three-fourths of the circumference of the lower part of the cylinder, the lower steam and exhaust-valve chests, and the cylinder bottom, and tearing out the hub of the piston. The engine was utterly disabled.

I am glad to state that, in consequence of the vigilant, self-possessed, and prompt conduct of Acting Second Assistant Engineer Arthur M. Sawtell, then on watch, in immediately unhooking the engine and shutting off steam, the disaster was deprived of any scalding or additional results.

No time was lost in requesting Captain Jones, of the *North Star*, to take this vessel in tow and stand for Port Royal, S. C., that place and Nassau being equidistant (about 400 miles), which he cheerfully did, the buckets of this vessel being removed and both ships being put under their scanty canvas, with a moderate northeast wind.

This ship arrived here at 4 p. m. on the 28th instant, having, under the most favorable conditions of sea and weather, been towed some 400 miles.

I immediately reported to Rear-Admiral Dahlgren the disability of the engine.

Captain Jones, commanding the *North Star*, informed me after our arrival at this place that the insurance on his freight would be vitiated by towing the *Augusta* from this port to New York, and has declined to perform that service.

With Rear-Admiral Dahlgren's sanction I shall endeavor to obtain a tow from one of the powerful army transports now here on her return to New York.

I herewith enclose the report of William H. King, first assistant engineer in charge of this engine, with diagram of injuries sustained.

Very respectfully, your obedient servant,

THOS. G. CORBIN,
Commander, U. S. Navy, Commanding U. S. S. Augusta.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The engine of this vessel has received immense damage from the total want of common sense shown by the chief engineer and captain. As soon as the thumping in the cylinder was heard, and the piston was reported to be loose on the rod, the engine should have been stopped

and the piston taken out and secured, instead of which the vessel was kept running until the accident, which was imminent every moment, happened.

B. F. I[SHERWOOD].

Order of the Secretary of the Navy to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding winter station of that vessel.

NAVY DEPARTMENT,
Washington, November 29, 1864.

SIR: The Department has received your No. 43, dated the 31st ultimo, in which you ask, in view of the closing of the Scheldt at an early day by ice, where you are to resort for a harbor during the coming winter.

This matter is left to your discretion. It is advisable for you to select a port convenient for communicating with our ministers at London and Paris.

You also ask to be instructed as to the extent and direction of your cruising ground. This may be regarded as embracing the western coast of Europe, Madeira, and the Azores. Should an emergency demand your presence elsewhere you are at liberty to proceed thither.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, Antwerp, Belgium.

Letter from Messrs. Spofford, Tileston & Co. and E. Clinton Hunter to the Secretary of the Navy, designating an unprotected locality in the route of the Havana mail steamers.

NEW YORK, *December 2, 1864.*

DEAR SIR: Believing that the following information may be of service to the Department, we take the liberty of communicating it:

About the 2d November one of our Havana steamers (the *Eagle*) was chased by the pirate *Tallahassee*, but finally succeeded in escaping her, after being fired at some twenty times; and on last Monday our steamer *Columbia*, also on her way home from Havana, was chased by one of the Confederate pirates and only escaped by plunging at full speed into a head sea, which proved too rough for the rebel to encounter.

We would now give you the experience of Captain Barton, of the *Columbia*, relative to the position where events such as the above are likely to occur. Captain B. has commanded the *Columbia* during thirty-six voyages, and in the whole time, from latitude 32° N., running southwardly on a course about 20 miles inside the Gulf Stream, down to Indian River, Florida, latitude about 27° 40′, has never seen a Federal war vessel; also that on his thirty-six homeward voyages between the same parallels, only on a course about 30 miles to the eastward and parallel to his outward course, he has never once sighted a United States man-of-war or armed vessel.

We would state that both of our vessels were chased within the limits mentioned above, and that the captains were not mistaken as to the identity of their pursuers, both having received perfect descriptions of

the pirates at large from parties in Havana who had seen them. The locality described, embracing a distance of some 250 miles in length, seems to be entirely unprotected, and affords a fine chance for the incursions of privateers that harbor in the English West India Islands.

Trusting that the above may prove of use, and that you will excuse this trepass on your valuable time, we remain, dear sir, yours, very truly,

SPOFFORD, TILESTON & Co.
E. CLINTON HUNTER.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Montevideo, Uruguay, and giving account of cruise.

U. S. S. IROQUOIS,
Montevideo, December 3, 1864.

SIR: I have the honor to report that, the work on the boilers and engines of this ship having been finished on the morning of the 18th of November, I sailed at noon for Santos, where I arrived on the following evening, Saturday, the 19th.

I sailed again before sunrise on Monday morning, the 21st, arrived at St. Catharine's on the 22d, and sailed on the 23d, arriving at Montevideo on the 27th.

I visited Santos and St. Catharine's at the urgent request of our minister at Brazil, who informed me that when urging the Brazilian Government to take measures against the rebel cruisers he had promised that these ports should be visited from time to time by our own ships of war. At both places I communicated fully with our consuls, and, I hope, strengthened their hands.

Our minister at Brazil further urged me to show our flag at Buenos Ayres, near which hostilities are now impending between Brazil and Uruguay. Therefore, on the day after my arrival at Montevideo I sailed for Buenos Ayres, arriving on the morning of the 29th of November.

On our way thither our boatswain died of smallpox, and we were placed in quarantine, which prevented my landing until the morning of the 1st December, when I visited our minister and with him called upon the President of the Argentine Confederation.

Anxious to get forward on my cruise, I sailed the same night, and arrived here yesterday, since when I have coaled ship.

I regret to inform the Department that I shall again be detained to repair my boilers, which the engineers inform me are not in fit condition to go to sea without a week's work upon them and the aid of boiler makers from the shore. I shall make a special report upon this subject.

Both at Buenos Ayres and at this place I have had very satisfactory interviews with the presidents of the two countries, and have been much impressed by their very cordial expression of good will toward our country, and by their manifest recognition of the United States as the great bulwark of all American nationalities.

As none of our ships of war have been at Buenos Ayres since the *Mohican* was there a year ago, I trust that our visit was productive of good. Our minister resident there assured me very warmly how much he was gratified by it.

I am extremely desirous to get forward to the Cape of Good Hope, and very much annoyed by being detained here.

I have the honor to be, with great respect, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting letter from U. S. consul at London, regarding shipment of arms for Confederate use.

U. S. S. NIAGARA,
Antwerp, Belgium, December 3, 1864.

SIR: For the information of the Department, I have the honor to enclose herewith the copy of a note which I received late yesterday evening. It was missent to me at Flushing, and has of course reached me too late to be of any service, so far as affording me the least chance of intercepting the vessel alluded to.

I am at present tide bound, high water occurring only after sunset in the evening and before sunrise in the morning. I shall be able to get away by Thursday next, the 8th instant, when I propose dropping down to Flushing.

I regret that we have not more cruisers on this station, for I am vain enough to feel that if I had two or three fast vessels under my control I could soon put a stop to the operations of the pirates in these waters.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. CONSULATE,
London, November 29, 1864.

MY DEAR SIR: About one week ago a large quantity of powder, shot, shell, etc., small arms, and sixteen large Whitworth rifled guns were shipped from Jersey on a screw steamer called the *Hero* and sent to Cape Verde Islands or thereabouts, to meet cruisers and to arm them. Steamers *Ella*, *Ranger*, and *Juno* all said to be there awaiting such supplies, but of course they will commence cruising under different names.

I wish I could reach Captain Walke, but suppose it will be useless; however, I will write to Lisbon.

Yours, truly,

F. H. MORSE.

Commodore THOS. T. CRAVEN.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding plots by Confederates for the capture of Pacific steamships.

U. S. FLAGSHIP LANCASTER,
Panama Bay, December 5, 1864.

SIR: I have the honor to enclose a slip from a Panama newspaper of *the 3d instant*, by which it appears that two of the pirates in Central

America were taken before the proper authority as suspicious characters, but were released on declaring that they were there with the intention of doing all the harm they could to American commerce. This of course meant that they came to the Pacific coast to steal either the *Guatemala* or *Salvador*, or both these steamers, convert them into piratical cruisers, and in them capture some of the fast and rich steamers of the Pacific Mail Steamship Company, this being the well-known object of their visit to Panama and the ports of Central America. Bradshaw is one of the gang to which belonged the seven pirates taken from the *Salvador*, and whose photograph has been sent to the Department. He was doubtless in Central America at the time of the capture of those in the *Salvador*, preparing for her arrival there after her capture by his associates. Commander Davenport and six men from this ship are now in the *Guatemala* by my orders, for the picking up of Bradshaw or any other pirate lurking about any of the ports of Central America she regularly visits on each of her trips there from Panama. I judged that the authorities of these ports would gladly give them up to Commander Davenport, as their plan was to capture the very steamers so useful to them for commercial purposes and the accommodation of passengers, but the cool announcement that the pirates had but to inform the authorities that the sole object of their visit was the destruction of American commerce in order to obtain from them, in effect, free passes to do as they please has somewhat changed the aspect of affairs in this particular. It goes to prove that the pirates may act as they desire, not only in Panama, but in the ports of Central America.

The capture of the pirates from the *Salvador*, however, has opened the eyes of the agents and commanders of the packet steamers here generally to the danger of receiving strange passengers on board without a thorough examination of their luggage, and this will probably prevent the capture of any steamers at or near Panama in future. Every vessel of the squadron is on the lookout for these pirates at or near her particular station. We are much in want of fast steamers here, steamers able to reach and recapture any of the packet steamers which the pirates by banding together in some port might capture therein, and, proceeding immediately to sea, do considerable damage to our commerce. Should such an occurrence take place, I have nothing which could come up to them by fair steaming. The boilers of the *Saginaw* and of this ship are in such a condition that their efficiency as cruisers is greatly diminished. With the present condition of their boilers they may be considered as 6-knot steamers under favorable circumstances. They need new boilers, as will be seen by the reports of their engineers sent to the Bureau of Steam Engineering. They may be patched to last a while, but never can be trusted with one-half the pressure of steam which in good boilers could be safely carried.

Another trunk has been found, which doubtless belonged to the the prisoners taken from the *Salvador*. It contained caps, flags, uniform buttons, and irons, which the pirates intended to use in the event of her capture.

This has been handed to Commander Davenport, who will bring them to this ship on his return here in the *Guatemala*.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.—Newspaper clipping.]

The news from Central America is unimportant. All is quiet on the coast.

By the *Salvador* we have no further developments in regard to the Confederate pirates. Several men, amongst them Bradshaw, alias Johnson, and Reynolds, spoken of in the news received by the *Guatemala* on the 15th ultimo, and known to be connected in the plot, were arrested by the Government of [San] Salvador on suspicion of being emissaries of ex-President Barrios; but on investigation, no evidence being found against them on this charge, they were set at liberty. The following is an extract from the declarations of Bradshaw (Johnson) and Reynolds, given by the Faro, a paper issued in [San] Salvador, November 21:

John Bradshaw, chief, being asked what has been the object of his voyage to this Republic, answers that, by order of the Secretary of State of the Confederate States, he came to Central America with the object of uniting himself with some Confederate vessels to make war against the Federal Government.

ANTONIO IPÑA,
Governor.
JOHN BRADSHAW.

Thomas Reynolds, being asked what has been the object of his voyage to this Republic and to what point he went, declares that he and others disembarked in Omoa to come and embark in the ports of the Pacific Ocean, commissioned by the Confederates of the States of the South of North America to do all possible harm to the commerce of the Americans of the North.

THOMAS REYNOLDS.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Michigan, regarding the movements of the steamer Georgian.

U. S. S. MICHIGAN,
Erie, Pa., December 6, 1864.

SIR: Since my communication of November 20 concerning the propeller *Georgian*, I have endeavored to ascertain some facts in regard to her.

The facts elicited from reliable parties go to show that the *Georgian* was sold in Toronto to suspicious parties. Her captain, Bates, is a notorious secessionist and rebel sympathizer. When the *Georgian* put to sea from Buffalo her propeller became loose. She went into Port Stanley, when it again became loose. She then went to Sarnia, and Bates went to Toronto and ordered a new wheel. I have not yet learned if he got it, but I am led to believe he did not. It was to be sent to Collingwood when the *Georgian* went from Sarnia. She lingered several days at each of these places. On her passage by Detroit Colonel Hill, who was on the lookout with two armed tugs, caught her, overhauled and examined her, and reports to me that he found nothing about her to justify her seizure. At Collingwood she was a second time examined—by the Canadian authorities—and they could not condemn her. Here it was given out that she was going into the Saginaw lumber trade, but this was a blind. She has not carried a pound of freight or earned a dollar in legitimate trade since she fell into her present owner's hands. If she were honest she could not be cruising close along the Canada shore of the Lakes at this season, making delays of several days at each port, without doing something. She should be doing something if she were honest, and I think she should show why she has not something in her. My last advices are from Colonel Hill, *Detroit, 29th* November, stating that the *Georgian* had gone from Col-

lingwood to Bruce Mines, and was expected back at Collingwood last week. Good detectives from Buffalo and Detroit confirm these facts, and they leave no room to doubt that the *Georgian* is dishonest. The derangement of her propeller, the watch kept over her, and the notoriety she has along the Canada and American shores have frustrated all her intentions. She is to lay up at Collingwood on her return there for the winter, where she can be closely watched. I keep in communication with parties on whom I can rely at Detroit and Buffalo. The advanced state of the season renders it almost certain that no attempt will be made by her this winter, as she can not be assured in twenty-four hours' time from being nipped and frozen into the ice. I have kept Colonel Hill advised of all the information I have, and suggested to him that if the *Georgian* should come out into Lake Huron she should be seized by his tugs, and not wait for an act of actual hostility. It would be improper to carry the *Michigan* up into Lake Huron, or indeed out into the Lakes at all at this season. It could not be done without extreme danger of losing her in the ice. We have already been frozen in once this season. Moreover, if the *Michigan* were even in Georgian Bay, she would become merely a blockader until she herself were blockaded in the ice, from which she could not emerge, and would in all probability be lost. I propose to go to Detroit and proceed in company with Colonel Hill to Collingwood and examine the *Georgian* myself, so soon as I hear again from him.

I have the honor to be, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, of the arrival of the U. S. S. Neptune at Cape Haitien, Haiti.

U. S. S. NEPTUNE,
Cape Haitien, December 6, 1864.

SIR: I have the honor to inform the Department of the arrival of this vessel at this port on the 1st instant.

We convoyed the California mail steamer of the 23d November from New York, from Mariguana Island to Navassa Island.

The *Galatea* arrived on the 2d instant from Navassa Island. She waited two days at Navassa for steamer from Aspinwall, but being short of coal was compelled to return without seeing her. It is not unlikely that the steamer passed up out of signal distance.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Lisbon, Portugal.

U. S. S. SACRAMENTO,
Lisbon, Portugal, December 8, 1864.

SIR: I have the honor to report my arrival at this port, from which I will proceed to Cadiz for a supply of stores and provisions. I will

cruise about the Strait of Gibraltar, making this port a rendezvous for our mails, until further orders, or unless the probability of overtaking a rebel cruiser should justify me in leaving my station for a short time; and upon this point I would most respectfully ask for more explicit instructions.

Very respectfully, your obedient servant,

H. WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, to report to Acting Rear-Admiral Pearson, U. S. Navy, for duty in the Pacific Squadron.

NAVY DEPARTMENT, *December 9, 1864.*

SIR: Rather than longer detain the U. S. S. *Suwanee* from the service for which she is intended, it has been decided to dispense with the use of the superheating boilers.

As soon, therefore, as she can in all respects be made ready for sea and for her proposed voyage you will proceed with her, with all practicable dispatch, to the Pacific Ocean, via Cape Horn, and report to Acting Rear-Admiral George F. Pearson for duty in the squadron under his command.

You are authorized to touch at such points as you may deem it necessary to procure coal or for indispensable repairs. I transmit herewith a copy of a dispatch, dated the 28th ultimo, from Commander Collins, giving a list of the places on and near the coast of Brazil where good coal can be procured.

While enjoining upon you all practicable dispatch in reaching your destination, you are authorized to deviate from a direct course should you hear of the presence of rebel cruisers in your vicinity and there is reasonable chance of overtaking them.

Acting Rear-Admiral Pearson will be directed to send instructions to Valparaiso for your guidance on reaching that port.

Advise the Department as opportunities offer of the progress of your voyage, the performance of the ship, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander PAUL SHIRLEY,
Commanding U. S. S. Suwanee, Philadelphia.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting reports of Commodore Poor, U. S. Navy, commanding U. S. S. Saranac, of the cruise of that vessel in Mexican waters.

U. S. FLAGSHIP LANCASTER,
Panama Bay, December 11, 1864.

SIR: I have the honor to enclose herewith three communications from Commodore C. H. Poor, commanding U. S. S. *Saranac*, relative to his

proceedings in the several ports he has visited. They will convince the Department that he is conducting all matters committed to his charge in a most intelligent and prompt manner, and I congratulate myself on having in the Mexican and French ports an officer of his experience and high character.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

[Enclosures.]

U. S. S. SARANAC,
Mazatlan, Mexico, November 7, 1864.

SIR: I have the honor to report that I left San Francisco on the 19th of October and anchored off Cape St. [San] Lucas on the 27th, where I communicated with the steamer *John L. Stephens*. Having learned that there had been a recent revolution in Mazatlan and a change in the local authorities, also that fears were entertained of an attack on the town by disappointed soldiery, who were prevented from plundering the city, as they expected to be allowed to do, I concluded to come over here and remain until satisfied that there would be no serious disturbance of the peace.

As soon as the city was taken by General Corona's troops a provisional government was established and an election for governor ordered, which resulted in the election of Don Antonio Rosales, with a change (with one exception) of the entire previous municipal government. Finding Rosales fully established as governor and military commandant, and still professing allegiance to the existing Mexican Government, I made an official call upon him, accompanied by the American consul. He visited the ship afterwards, and I saluted him with the Mexican flag at the fore. He has been very profuse in the offer of courtesies and hospitalities. I addressed him a communication on the subject of recognizing our consul, *ad interim*, or until he could receive his exequatur from the Mexican Government. He fully acquiesced in my request.

The consul is endeavoring to procure the release of several American citizens (formerly engaged in mining) who are, I think, most unjustly and illegally imprisoned at Cosala. As soon as there is a prospect of this matter being arranged I shall leave for Acapulco.

We found here H. B. M. S. *Columbine*, and within a day or two the *Derastation* arrived to take the place of the *Columbine*, which leaves to day for the southern coast.

I understand that perfect quiet reigns at the other ports of the Gulf [of California].

I am, very respectfully, your obedient servant,

C. H. POOR,
Commodore, Commanding U. S. S. Saranac.

Acting Rear-Admiral CHAS. H. BELL,
Commanding Pacific Squadron, Panama.

U. S. S. SARANAC,
Acapulco, November 25, 1864.

SIR: I have the honor to report the arrival of the *Saranac* at this port, last from Mazatlan. The principal object of my visit to this place at this

time was to procure funds. I have also some repairs to make to the cutwater and head, injured by a Colombian bark fouling us in getting underway at Mazatlan at night with a heavy swell and little or no wind. I have sent a bill for the damages, together with a statement of the case and a letter from the captain of the bark to his consignee at Mazatlan requesting the settlement of the account, to the navy agent at San Francisco, to collect of the owners by suit or otherwise.

Subsequent to the date of my last letter from Mazatlan, and just as I was leaving for Acapulco, the French squadron arrived and gave notice of blockade, and that hostilities would commence the next day. After firing a few shells at the town, which were not replied to, they were requested to land and take possession by the foreign merchants. They did so without opposition, as the town was evacuated by all Mexican troops. It is now quietly in possession of the French and Imperial Mexicans, and the blockade raised.

I addressed the French commander in chief at Mazatlan on the subject of our consul, and arranged that he should hold the same position as was established at Acapulco. I have some fears that the steamer *John L. Stephens*, running between San Francisco and the gulf ports, may be seized by the French, as she is suspected by them of having been largely engaged in contraband operations with the Mexican ports. If she violates her neutral character I can do nothing for her. The French, as belligerents, have rights as such, and know them, and have a sufficient force here to enforce them.

As soon as I complete my repairs, coal, and supply deficiencies in provisions, I shall leave again for the Gulf of California. Expect to find the French in possession of all the Mexican ports in that section.

I have received a number of communications from you, which will be fully replied to by the mail steamer.

I am, very respectfully, your obedient servant,

C. H. POOR,
Commodore, Commanding U. S. S. Saranac.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron, Panama.

Report of Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, of the arrival of that vessel at Hampton Roads, Va., in tow of the transport steamship Arago.

U. S. S. AUGUSTA,
Hampton Roads, December 13, 1864.

SIR: I have the honor to report that since my communication of November 29, 1864, informing the Department of the utter disability of the engine of this vessel, I was unable to obtain a tow for the *Augusta* until the 8th instant, when, at about 2 p. m. of that day, with favorable weather, Captain Henry A. Gadsden, commanding the army transport steamship *Arago*, destined to New York, kindly undertook that service.

About 8 p. m. of the 8th instant the wind sprang up fresh from the northeast, gradually heightening into a strong gale, with a heavy sea.

At meridian of the 9th, about 100 miles from Port Royal, S. C., making little or no progress, and with every indication of a continuance of bad weather, the captain of the *Arago*, fearful of parting our *hawser*, enquired if we should put back, a suggestion which, under all

the circumstances, I approved, and accordingly both vessels at 8 p. m. of that evening were within 30 miles of Port Royal, S. C., when the gale abated and a dense fog ensued.

The captain of the *Arago* then determined to resume, with this ship in tow, his course for this place, which, after several separations in heavy weather, to the southward and northward of Cape Hatteras, we reached last evening about 7 o'clock.

I immediately telegraphed to the Department the arrival of the ship, and that the *Arago* would continue to tow her to New York. Subsequently during the evening that service was prohibited by order of General Butler, and to-day I received orders from Rear-Admiral David D. Porter to obtain a tow and proceed to Baltimore.

After a thorough trial of this ship in very heavy weather, frequently adrift and helpless, I take much pleasure in bearing testimony to her excellent sea qualities.

I shall proceed to Baltimore as soon as a tow can be obtained.

Very respectfully, your obedient servant,

THOS. G. CORBIN,
Commander, U. S. Navy, Commanding U. S. S. Augusta.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Halifax, Nova Scotia, to the Assistant Secretary of State, reporting the formation of a Confederate organization for the purpose of destroying American commerce.

CONSULATE OF THE UNITED STATES OF AMERICA,
Halifax, Nova Scotia, December 13, 1864.

SIR: I have the honor to inform you that an organization of rebels has been formed, consisting of at least 300 persons, for the purpose of seizing, plundering, destroying, and, when practicable, appropriating American steamers and other vessels at different points along the Atlantic and Pacific coasts and on the upper lakes.

The main object of these pirates will be to seize vessels having large amounts of money on board.

This body of desperadoes will separate into smaller parties and operate at different points.

Their base of operations and headquarters will hereafter be at Havana, at which place they will be supplied with money and such arms and other means as may be necessary to facilitate their operations.

A portion of the company will probably remain at Nassau, another portion will proceed from Havana to Vera Cruz, and another portion will go to California for the purpose of intercepting and seizing the Pacific mail steamers.

The steamers conveying the largest amounts of money will be the special objects of attack.

Several persons belonging to the organization have commissions from the rebel Secretary of the Navy.

Some of the parties connected with this piratical gang left here last week in the steamer *Acadia*, which sailed for Nassau and Havana, and which steamer, it is said, will proceed from Havana to Vera Cruz.

Lieutenant Braine, one of the piratical leaders, who also was connected with the seizure of the *Chesapeake* and *Roanoke*, and also has a

commission from the rebel Government, was here two or three days ago in disguise, and left under an assumed name in a schooner for Nassau.

McDonald, who was connected with Braine in the seizure of the *Chesapeake*, is said to be in Canada, in the vicinity of Detroit.

I have the honor to be, sir, your obedient servant,

M. M. JACKSON.
U. S. Consul.

Hon. FREDERICK W. SEWARD,
Assistant Secretary of State.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. ship Constellation, of the arrival of that vessel at Havana, Cuba, and the presence of suspicious steamers in that port.

U. S. SHIP CONSTELLATION,
Havana, December 14, 1864.

SIR: I have the honor to report my arrival in a norther at this place upon the 12th instant. I shall sail to-morrow morning if the wind is favorable.

There are lying here several suspicious steamers, being reputed to be blockade runners. They are painted the usual lead color and lightly sparred, as is the custom with those so engaged. One of these steamers flies a flag which, in the absence of official information, I suppose to be rebel. It is white, with a red union, in which is a blue cross connecting the corners diagonally. Upon my speaking of this on the Spanish admiral's vessel, I was informed that it is merely worn as an ornament, a thing not the more strange from the fact of her clearing and being nominally under English colors. It is thought she may be intended for more than a mere blockade runner. She is a long, low, three-masted screw steamer, with a round stern; her smokestack forward of the mainmast. Her name is the *Coquette*.

The *Harriet Lane* is here also under the English flag, and called the *Lavinia*.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, of the injury to U. S. S. Glaucus.

U. S. S. NEPTUNE,
Cape Haitien, December 15, 1864.

SIR: I regret to inform the Navy Department that the U. S. S *Glaucus*, on her way from this port to the United States, struck upon the Molasses Reef, near the S. W. point of Great Inagua Island, at 4 o'clock on the morning of the 8th instant. She has sustained the loss of rudder, three fans of propeller, and leaks very badly, and probably the shoe is also entirely gone.

Her gun-deck battery was thrown overboard to lighten the ship forward.

I have sent to her assistance the U. S. S. *Galatea*, with instructions to Commander Nicholson, should it be necessary, which I presume it will be, either to convoy or tow her to Key West. A temporary rudder is being constructed by Commander Cooper.

I have to thank Commander Edwin J. Pollard, of H. B. M. steam sloop *Royalist*, who received information of the fact while he was cruising off St. Nicolas Mole, west end of Haiti, from a wrecking schooner dispatched by Commander Cooper, with a letter reporting the same to me. Commander Pollard took a copy of the letter, and came immediately to this place with it, arriving to-day at noon. Enclosed I hand you the copy, the original not having yet reached me.

I have expressed to Captain Pollard my thanks for the friendly act and courtesy. Enclosed please find copy of my letter to him.

I leave here to-morrow afternoon for Mariguana Passage, via Molasses Reef, or Mathew Town, near by, where I expect to find the *Glaucus* and *Galatea*.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, requesting that another vessel be furnished for that duty.

U. S. S. NEPTUNE,
Cape Haitien, December 15, 1864.

SIR: I would respectfully request that another vessel be ordered out to aid in convoying. Already have I felt it to be my duty to withdraw for the time being the *Galatea* from the convoy of steamers on the homeward passage from Navassa to Mariguana.

I would inform the Department that the *Galatea* is reported to me as leaking very much. It was supposed that the leak was from the bottom of her starboard boiler, but a survey on her boilers to-day shows that such is not the case.

It is now presumed that the leak is through the bottom underneath the bedplate. I have done nothing about this, as it was necessary that she should go to the succor of the *Glaucus* while this steamer was kept for convoying.

I would respectfully suggest to the honorable Secretary the propriety of a side-wheel steamer's being sent out. This steamer rolls so deeply and quickly, gunwales to, when making the trip across to the Caicos Passage and from Great Inagua to the southward of Cape Maysi, where there is much sea running, that I am compelled for the safety of the vessel to head her to the sea, and can not make the convoy complete to Navassa. Such was the case on my last convoy.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting report of Commander Davenport, U. S. Navy, of a cruise in the steamer Guatemala for the suppression of piracy in Central America.

U. S. FLAGSHIP LANCASTER,
Panama Bay, December 15, 1864.

SIR: I have to report that Commander Davenport returned here to-day from his trip in the American steamer *Guatemala*.

I herewith enclose his report and copies of letters named therein. I also forward by mail the two rebel flags taken by him from the American steamer *Salvador*.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. LANCASTER,
Panama, December 15, 1864.

ADMIRAL: I have the honor to report my return, having, in obedience to your orders of the 24th ultimo, visited all the ports in Central America touched at by the steamers *Guatemala* and *Salvador*.

None of the persons suspected of piracy were upon the coast, but had gone to the interior with the intention, from all that I could learn, to embark on the *Atlantic*. Several of them, if not all, were arrested in [San] Salvador and detained in custody for a day or two, but the Government set them free on the grounds of having no jurisdiction in the premises.

I have it from good authority that some of the gang claimed protection from the British consul at Sonsonate and [San] Salvador, who addressed notes to the Government in their behalf, the result of which was their release.

A gentleman from [San] Salvador informed me that the Government had said that none of them should be permitted to come through the country to the coast. It is to be regretted that the American minister was absent, as I think his presence would have resulted in my having had the satisfaction of bringing the pirates back with me. I transmit two flags, which were in a valise on board the *Salvador*, which by accident was overlooked in transferring the baggage of those captured on board that ship.

I have the honor to be, your obedient servant,

H. K. DAVENPORT,
Commander.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

Letter from the president of the Pacific Mail Steamship Company to the Secretary of the Navy, urging the necessity of protection to American interests at Acapulco, Mexico.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, December 16, 1864.

SIR: I beg leave respectfully to ask your special attention to the *following extracts* from an official letter to the undersigned from

S. L. Phelps, esq., late lieutenant-commander, U. S. Navy, now this company's agent at Acapulco, under date of November 29, 1864, viz:

The French have announced the intention to abandon this place as soon as our steamer of the 10th proximo shall have cleared from the port. When the French took possession the party outside gave notice that those citizens remaining here while the town should be in the hands of the enemy would themselves be held as traitors, and that when the Mexicans returned to occupy it they would shoot every soul of them and give their houses up to be sacked. Foreigners and natives as well are in a great state of alarm, and are hurrying off their valuables, while merchants expecting goods are applying to me to send them on up to San Francisco. It appears to me an act of bad faith on the part of the French. We ourselves, unless protected by the presence of a vessel of war, would be very likely to suffer some exactions. The coal (sold to the United States vessels) has not escaped the notice of the outside party. The French are filling all the schooners with coal, as well as their ships of war, and will remain away only as long as such supply will last, when another farce of the kind now threatened will be reenacted; i. e., the French will come and the Juarez men take to the outskirts. Dues will be exacted by the former for what merchandise may have been received in their absence, although duties shall have been paid to the latter, and so on. This state of things will exist until the French are ready to carry into effect their designs respecting the port, when they will permanently occupy it. The town is now more than half depopulated, and nearly every foreigner in the place will leave it in the next ten days.

In view of such a condition of things, and further, that if left unprotected privateers might enter both the ports of Acapulco and Panama and capture or destroy our steamers with mails and treasure, as well as other American vessels there, I beg most earnestly to request that you will issue such orders as in your judgment will insure ample and constant protection to the important American interests at stake.

In consideration of the necessity for sufficient financial facilities for the use of our cruisers and their officers in the Pacific, I have issued such instructions to Captain Phelps as will enable him to respond to such requirements at Acapulco as promptly as heretofore at Panama or San Francisco.

I am, sir, very respectfully, your obedient servant,

ALLAN MCLANE,
President.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus, of the receipt of orders to report to Commander Sanford, U. S. Navy, commanding convoy fleet.

U. S. S. NEREUS,
Hampton Roads, December 19, 1864.

SIR: I have the honor to report that I have received orders from Commodore John Rodgers to proceed to Mariguana Passage and report to Commander Sanford, U. S. S. *Neptune.*

I shall sail, *Deo volente*, this afternoon, after filling up with coal.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding proposed scheme of Captain Leon Smith, of the Confederate Navy.

U. S. S. NIAGARA,
Flushing, Holland, December 22, 1864.

SIR: Last night I had the honor to receive your communications of the 28th and 29th ultimo, the first, with its enclosures, from our vice-consul-general at Havana, in reference to the design of Leon Smith, of the insurgent service, to fit out a steamer at Liverpool and to cruise against our commerce; the second a reply to my No. 43, dated the 31st October, asking where I am to resort for a harbor during the coming winter, and for your instructions as to the extent and direction of my cruising ground, etc.

I have written to our minister at London and to Mr. Dudley at Liverpool, enclosing copies of yours and Mr. Savage's letters, and trust it is not yet too late to receive such information as will enable me to intercept the steamer to be fitted out by Smith, should she be permitted to leave the ports of Great Britain.

The *Sacramento* sailed from here about the 16th ultimo on a cruise toward Lisbon and Cadiz. I am anxiously awaiting her return, in the hope she may be of service in cooperating with me in the search for Smith.

Though it is but a bleak and dreary anchorage, I shall make this harbor my principal headquarters for the winter.

Very respectfully, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the need of convoy to California steamers.

U. S. FLAGSHIP LANCASTER,
Payta, Peru, December 24, 1864.

SIR: I have the honor to inform the Department that, in my opinion, a few pirates in and about Panama could at any time raise a sufficient force to capture one of the New York mail steamers while in the harbor of Aspinwall. Baffled in their attempts to steal a steamer on the Pacific coast, they would not hesitate to capture one at Aspinwall, and before any force could be sent there from Panama would be at sea.

I therefore hope it may be the pleasure of the Department to grant a convoy to these steamers the whole passage from New York to Aspinwall and back, in order that a gunboat may be in Aspinwall whenever one of them is there.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the disposition of the vessels of his command.

U. S. FLAGSHIP LANCASTER,
Payta, Peru, December 24, 1864.

SIR: As everything was quiet at Panama, I left that place on the 17th instant for Callao, thinking my services might be needed there in consequence of the warlike attitude of Peru with regard to Spain. I am now calling at this place in order to leave my letters and requisitions on Panama in season for the next mail.

The *St. Mary's*, Captain Middleton, will remain at Panama until relieved by the *Cyane*, and one of these ships will be detained constantly at that place. The *Wateree* or some other steamer will remain at San Francisco until the *Camanche* is ready for service. The *Saginaw* will, after landing the seven pirates at Mare Island, return to Panama in the track of the steamers of the Pacific Mail Steamship Company.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of the cruise of that vessel under convoy of U. S. S. Galatea.

U. S. S. GLAUCUS,
Port of Gonaïves, San Domingo [Haiti], December 25, 1864.

SIR: I respectfully report that on the 22d instant I sailed from the anchorage off Mathew Town, off Great Inagua Island, under convoy of the *Galatea*, bound for Key West, the propeller working well, our average speed about 6 miles per hour. The rudder answered all purposes as far as steering the ship was concerned. On the morning of the 23d the wind freshened to a moderate gale from the northward and westward, with a heavy sea. At 8:25 struck by a sea on the starboard quarter, which carried away our rudder; was taken in tow at once by the *Galatea* and course shaped for Santiago de Cuba; doubled Cape Maysi. On the morning of the 23d [24th] wind shifted to the northward and eastward, blowing quite a gale, with a very heavy sea. At 7:45 a. m. parted our port hawser and had to cut the starboard one in order to save the anchor and fore-rigging. This was owing to the wild steering of both ships when before the wind. Made fast again to the *Galatea* and started for this place, where we arrived at 11:30 a. m. of this date. The *Galatea* will sail in the morning for Cape Haitien to coal, thence to Key West, in order to get a vessel that can tow us to New Orleans for the purpose of being docked. Our false keel is gone, and the main keel somewhat splintered about the stern. The copper is started in several places about the nail heads. I am sorry to report that it was impossible for me to recover the guns, but enclose the copy of a contract with Mott Johnson for the recovery of said guns, to be delivered at Key West, Fla., providing he can get them in one week from the 22d instant.

Respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of the cruise of that vessel in search of C. S. S. Shenandoah.

U. S. SHIP ONWARD,
Bahia, December 26, 1864.

SIR: I have the honor to inform you that after provisioning ship for six months at Rio de Janeiro, by request of the U. S. minister and Commander Rodgers, of the U. S. S. *Iroquois*, I proceeded to Santos, at which port I received news of the presence of the rebel pirate *Shenandoah* on this coast.

I have cruised for nineteen days in the track of vessels, and have come to this port to obtain water.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of the capture by the C. S. S. Shenandoah of the American ship Kate Prince.

U. S. SHIP ONWARD,
Bahia, December 27, 1864.

SIR: I have the honor to inform you that there is now a rebel privateer supposed to be cruising on the coast of Brazil called the *Shenandoah*. She captured the American ship *Kate Prince* in latitude 2° 30′ N., longitude 28° 30′ W., on the 12th day of November, and as she had in an English cargo, bonded her for $40,000. There has nothing been heard of her whereabouts lately.

I am, sir, with great respect, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S Navy, commanding U. S. ship Onward, transmitting request for convoy from the master of American ship Kate Prince.

U. S. SHIP ONWARD,
Bahia, December 27, 1864.

SIR: Enclosed please find the copy of a letter sent to me by the captain of the American ship *Kate Prince*, requesting convoy. As we are cruising, I have thought it my duty to accompany him clear of the coast, and we are now waiting his movements.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

AMERICAN SHIP KATE PRINCE,
Bahia, December 28, 1864.

SIR: I have the honor to inform you that the *Kate Prince* is now about ready for sea, and as it is understood in Bahia that the Confed-

erate steamer *Shenandoah* is off this coast, I beg respectfully to ask if you could convoy the ship off the land to such a distance as might, in your judgment, be necessary to prevent capture.

I am, sir, respectfully, your obedient servant,

HENRY LIBBEY,
Master Kate Prince.

Acting Master WILLIAM H. CLARK, U. S. Navy,
Commanding U. S. Ship Onward.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, regarding the towing of the U. S. S. Glaucus to Key West.

U. S. S. NEPTUNE,
Cape Haitien, December 27, 1864.

SIR: I have the honor to report that the U. S. S. *Galatea* returned to this port this morning, having towed the U. S. S. *Glaucus* into the harbor of Gonaïves, Haiti, being unable to tow the *Glaucus* to Key West owing to stress of weather and the destruction of the temporary rudder, by a sea, of the *Glaucus.*

Herewith please find report* of Commander George H. Cooper.

The *Glaucus* will remain at Gonaïves till Acting Rear-Admiral C. K. Stribling is heard from, or a side-wheel steamer arrives to tow the *Glaucus* to Key West.

The *Galatea* is not able to perform the service of towing.

I have ordered the *Galatea* to Key West for supplies, she having only ten days' provisions on board, and to carry dispatches to Acting Rear-Admiral C. K. Stribling requesting a side-wheel steamer to be sent to the *Glaucus.*

I trust what I have done with respect to the movements of the *Galatea* will meet with your approbation.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, transmitting report of the master of American ship Kate Prince.

U. S. SHIP ONWARD,
At Sea, Lat. 23° 30′ S., Long. 38° 4′ W., January 2, 1865.

SIR: Enclosed please find a copy of the report of the master of the American ship *Kate Prince.*

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

See p. 399.

[Enclosure.]

Report of master of ship Kate Prince.

Ship *Kate Prince*, of Portsmouth, N. H., 995/95 tons, Libbey, master, sailed from Cardiff September 30, 1864, with a cargo of 1,700 tons of coal, shipped by Wilson, Hett, Lane & Co., of Liverpool, and consigned to their order at Bahia.

October 16.—Latitude 33° N., longitude 20° W., signalized Dutch bark *Sea Nymph*, nine days from Amsterdam, for Batavia.

October 28.—Latitude 14° N., longitude 27° W., signalized Dutch bark *Maria*, twenty-one days from Amsterdam, for Japan.

November 12.—Midnight, latitude 2° 30′ N., longitude 28° 30′ W., a large steamer, ship-rigged, 100 yards to windward, fired a gun and hoisted Confederate States ensign; demanded our ship's name. Upon being answered, we were ordered to heave to. Backed our main topsail and were boarded by an armed boat's crew, who informed us we were a prize to the above steamer, which proved to be the C. S. privateer *Shenandoah*. Master and mate were then ordered on board, taking ship's papers with them, prize master being in charge of *Kate Prince*. Upon Confederate commander seeing a certified neutral bill of lading he demanded of the master a bond on ship for $40,000, which, [being] given him, the *Kate* [*Prince*] was released; but the Confederate commander put on board her, Captain Gilman and wife, Mrs. S. Gage and son, 4 years old; T. Burgess, C. Bearse, second mate; F. Rocas, steward; J. M. Sampson, J. Monroe, T. Eanis, all belonging to schooner *Charter Oak*, of San Francisco, and destroyed by *Shenandoah* November 5 in latitude 7° N., longitude 27° 30′ W., and Captain F. W. Hansen, H. Payne, mate; C. Henschell, second mate, and W. Dunn, steward, all belonging to brig *Susan*, of New York, captured and destroyed by *Shenandoah* November 10 in latitude 4° 30′ N., longitude 26° 40′ W.; in all, fourteen persons.

The *Shenandoah* was a full-rigged ship of 1,000 tons and 250 horsepower, with a battery of four 8-inch guns (smooth bore), two 32-pounders, rifled, and two 12-pounder smooth-bore guns. She was formerly the *Sea King*, of the London, Bombay and Calcutta Steamship Company; was built by Stevens & Sons, Glasgow, in 1863; could sail and steam 11 knots; had only forty-three men besides officers, mostly Englishmen. She cleared from London for Bombay in September, 1864, and was reported to have taken the bark *Alina*, of Maine, Staples, master; bark *D. Godfrey*, of Boston, [Hallett,] master, who was put on board a Danish brig bound to Rio de Janeiro.

Captain Waddell and officers treated myself and mate with such civilities as were consistent with the circumstances.

HENRY LIBBEY,
Master Kate Prince.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of the detention of that vessel at Gonaïves, Haiti.

U. S. S. GLAUCUS,
Off Gonaïves, San Domingo, January 2, 1865.

SIR: I respectfully report the *Glaucus* still at anchor off Gonaïves. Officers and crew all well. I have for the second time constructed a jury rudder and could go to sea, but, having been disabled en route for Key West in a gale of wind, and with great difficulty towed to this

port by the *Galatea*, I deem it prudent to remain until a proper vessel can be sent to render us assistance in case of emergency, the senior officer having dispatched the *Galatea* for that purpose.

Most respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, of the probable adjustment of difficulties between Peru and Spain.

U. S. FLAGSHIP LANCASTER,
Bay of Callao, January 4, 1865.

SIR: I have the honor to report my arrival here on the 29th ultimo, and that the difficulties between Peru and Spain will probably be amicably adjusted.

The expedition of Peruvian war vessels, which it was thought would be sent to the Chincha Islands and there attack the Spanish fleet, has been postponed to await the action of the Peruvian Congress, now in session.

An English steam frigate and gunboat and a French frigate and gunboat are now here, in addition to the Peruvian vessels of war, few of which are now in a suitable condition for active service.

The health of the crew of this ship has much improved since leaving Panama.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the cruise of that vessel in search of the C. S. S. Shenandoah, transmitting description of the latter vessel.

U. S. S. IROQUOIS,
At Sea, Lat. 35° 37′ S., Long. 5° 22′ E., January 5, 1865.

SIR: On the morning of the 13th December the repairs on our boilers were completed sufficiently to enable us to sail, and I left Montevideo without a moment's delay, having learned on the evening of the 12th of the existence of the rebel steamer *Shenandoah*, and of her having burned some of our ships on the equator some five weeks before.

This information I obtained from a Brazilian newspaper just arrived from Rio.

Believing that the *Shenandoah* would go toward the Cape of Good Hope, I went with all dispatch to Tristan da Cunha, at which anchorage I arrived on the 28th, and found that the *Shenandoah* had touched there just three weeks before to land the officers and crews of the whaling bark *Edward*, of New Bedford, captured on the 4th of December and

burned the next day about 40 miles south of Tristan da Cunha, and of the schooner *Lizzie M. Stacey*, of and from Boston, captured and burned on the 13th of November in latitude 1° 40′ N., longitude 28° W.

I immediately took all these officers and men on board the *Iroquois*, and sailed the same evening for Cape Town. I enclose a list of those received on board.

One man from the *Edward* and four from the *L. M. Stacey* shipped on board the *Shenandoah* and remained in her.

As this ship only carries 185 tons of bituminous coal in her bunkers, and as she does not spread as much canvas as a sailing ship of half her tonnage, we are not able to make very long passages as speedily as we could desire, having to sail much of the way.

I shall push forward with all possible dispatch, and shall hope to get fresh information of the *Shenandoah* at Cape Town, where I shall coal as quickly as possible.

I beg leave to enclose a description of the *Shenandoah*, with a list of her officers, given by the captains and mates of the captured vessels.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Description of rebel armed steamer Shenandoah, furnished by masters and mates of the American schooner L. M. Stacey and whaling bark Edward, December, 1864.

Length, 230 feet; beam 32 feet; tonnage, about 1,100. Three masts, ship-rigged, carrying three royals, no crossjack.

Dogvane on each mast (arrows) and conductors on all masts. Lower masts and topmasts of iron; lower and topsail yards of iron. Rolling topsails, wire rigging, set up inside, but has chain plates and channels.

Smokestack abaft the mainmast, and close to it (within 10 feet). Telescopic smokestack; escape pipe forward of smokestack. One ventilator on each side of the smokestack and two on poop deck, of brass. Break of poop deck extends forward of the mizzenmast about 10 feet. Large wheelhouse, about 9 feet high, with rounded roof on poop deck, abaft the mizzenmast (of teak wood). Short bowsprit, with ordinary steeve; a rather straighter stem than usual; jib and flying jibboom in one. All standing rigging and all brace and staysail pendants of wire rope. Carries two boats on a side. Waist boats swing on high iron davits, halfway between fore and main masts. Quarter boats the same, between mizzenmast and smokestack. Carries a boat across topgallant forecastle. Carries two large boats on house between fore and main masts. Break of topgallant forecastle a little forward of foremast. A big chafe on port side, abreast of fore-rigging, low down. No poles about eyes of royal rigging. Doublings of masts quite long; outriggers at topmast crosstrees for topgallant backstays. Top of monkey rail on main deck much lower than the poop deck. No rake to the masts.

Pierced for eight guns, four on a side; no pivots. Abaft the break of the topgallant forecastle, one 32-pounder on each side (Whitworth muzzle-loading rifles). Next, abaft, in the waist, two 7-inch guns on each side, ordinary smooth-bores. Just forward of break of poop, two small guns (probably 8-pounders).

Had aboard seventy-four persons, all told. Officers stated that her greatest speed was, under steam, 13 knots; under sail, 15 knots. Car-

ries main and mizzen trysail gaffs, stationary aloft, with chain spans. No studding-sail booms, and no boom irons on lower yards. Double topping lifts to the spanker boom, wire rope. Spanker boom projecting some distance beyond the taffrail. Mizzen stays set up on each side of smokestack, in the deck. A house on main deck from bridge to foremast. Compass on house forward of bridge. Bridge halfway between main and fore masts. Boxes for side lights on each side of bridge.

General appearance is that of a long, narrow ship, quite taunt, and with quite square yards. Has six cabin windows (quite large) in the round of the stern. Figurehead, large figure of a man standing upright, with one arm broken off. Smokestack parallel to the mainmast. Carved work on stern, painted white. Her propeller hoists up.

Rounded stern, rather full. No trysail masts. Brace pendants on lower and topsail yards.

Measurements are all by the eye, and only approximate.

Captain Archer, of the schooner *L. M. Stacey*, one of the vessels burned, states that he saw the steam log of the *Shenandoah* two days before he was landed at Tristan da Cunha, and that she then had more than 400 tons of coal on board.

Captain Worth, of the *Edward*, states that the *Shenandoah* took from his vessel the following provisions: One hundred barrels of salt provisions; 7,190 pounds bread; 800 pounds sugar; 4 chests tea, 180 pounds.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Cape Town, Cape of Good Hope.

U. S. S. IROQUOIS,
Cape Town, January 9, 1865.

SIR: I have the honor to report that the *Iroquois* arrived at this place this afternoon, in twenty-seven days from Montevideo, by the way of Tristan da Cunha.

We are now taking in coal, and I shall sail as soon as possible.

I regret to inform the Department that our boilers are again leaking badly, but I hope to plug their tubes and to repair our air pump, so that I may get to sea in two or three days.

We arrived here with less than a day's coal on board.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, concerning the C. S. S. Shenandoah and of his intention to go in search of her.

U. S. S. IROQUOIS,
Cape Town, January 9, 1865.

SIR: Upon my arrival here I had the honor to receive your letter of the 26th of September, instructing me that in the event of my not learn-

ing at this place that the *Florida* or other rebel privateer had gone to the East Indies, I should not pass the Cape of Good Hope, but, after visiting the ports of Brazil and the Windward and West India islands, should return to New York.

These instructions were made contingent upon my believing that the machinery of the *Iroquois* was not in proper condition for the outward voyage to the East Indies, for at least eight months' service upon that station, and for the homeward voyage.

I have had the honor from time to time to report in detail to the Department as to the condition of the boilers of the *Iroquois*.

So far as I can judge of their condition, from the constantly recurring necessity to repair them, and from the positive statement of the engineers in charge of them, and from the careful report of the American machinists at Rio, as well as from their alleged inability to endure safely a pressure of more than 15 pounds of steam, I should have no hesitation in believing that they are wholly unsuited to the performance of the duty in question, and should return to the United States by the route indicated had no new circumstances, unknown to the Department when it issued my last instructions, intervened to convince me that I should better carry out your wishes by another course.

Upon my arrival here I found that nothing was known at Cape Town of the existence of the new rebel cruiser *Shenandoah*, but a report had been circulated that the *Sea King*, with Captain Semmes on board, had been lost near the Canary Islands.

I have consequently no knowledge of the movements of the *Shenandoah* since she left Tristan da Cunha, but I believe that she has gone to the East Indies. Thither, therefore, I shall follow her with all dispatch, for, in spite of the defective motive power of the *Iroquois*, I shall not abandon the hope that she may have the good fortune to arrest the progress of this new buccaneer, and may protect our commerce in the East until the arrival of another steamer to take her place.

I trust, however, that the Department will pardon me for urging upon its consideration the condition of our boilers and the fact that the terms of service of nearly half our crew will have expired by September next (nearly one-quarter of them in March), and that some of our men have during the present month completed the period for which they enlisted.

I have invited them to reship for the cruise, but they have declined to do so.

The allurements of the large bounties now paid to recruits at home and their little hope of prize money on a foreign station render them anxious for their discharge.

We have already lost some men by desertion, and need sixteen sailors, marines, and firemen to fill our complement.

I shall endeavor in some way to keep up my communication with Batavia, and shall hope through that channel to have the honor to receive your instructions.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of the arrival of that vessel at Key West.

U. S. S. GLAUCUS,
Key West, Fla., January 10, 1864[5].

SIR: I respectfully report my arrival at Key West, Fla., three days from Gonaïves, San Domingo.

Respectfully, your obedient servant,

G. H. COOPER,
Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions of the Secretary of the Navy to Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, to search for C. S. S. Shenandoah en route to the Pacific.

NAVY DEPARTMENT, *January 12, 1865.*

SIR: Information has been received to the effect that the piratical steamer *Shenandoah*, formerly the *Sea King*, has been destroying American merchant vessels near the equator, viz:

The *Charter Oak*, November 5, latitude 7° N., longitude 27° 5″ W.

The *Susan*, November 10, latitude 4° 30′ N., longitude 26° 40′ W.

She was last seen in latitude 2° 30′ N., longitude 28° 30′ W., and her destination was probably Bahia or Pernambuco.

En route to the Pacific you will make diligent enquiry for the purpose of gaining information, if possible, of the movements of the *Shenandoah*, and if you hear of her in any direction, you will proceed in pursuit, even should her destination be the Cape of Good Hope or the East Indies.

Every exertion must be made to overtake her, and, if successful, to destroy or capture her, provided an attack can be made without violating neutral waters or infringing upon neutral rights.

Should you, on reaching the West Indies or the coast of Brazil, receive reliable information that the *Shenandoah* has come on our own coast, it is not expected that you will return to pursue her, but continue your course to the Pacific. You are authorized and expected to follow her anywhere in the West Indies or the Caribbean Sea, on the coasts of South America, Europe, or Africa, to the East Indies or the Pacific.

Transmitted herewith is an extract from a statement of the masters of the *Charter Oak* and *Susan* relative to the *Shenandoah*. Her commander is J. I. Waddell, formerly an officer of the U. S. Navy.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander PAUL SHIRLEY,
Commanding U. S. S. Suwanee, Philadelphia.

Letter from the U. S. minister to Japan to Captain Price, U. S. Navy, commanding U. S. ship Jamestown, urging the continued presence of that vessel in Japanese waters.

LEGATION OF THE UNITED STATES IN JAPAN,
Kanagawa, January 13, 1865.

SIR: In reference to the movements of the *Jamestown* I desire to say that, while I am satisfied her presence is no longer required for the

tection of the lives and property of American citizens in Japan, it is quite evident that the continued presence of an imposing naval force in these waters is still desirable. The moral support thus afforded will strengthen the Tycoon in his operations against the hostile daimios, who proclaim hostility to the treaties as their principal justification for their factious course, and it can scarcely be asked of the other powers to retain their squadrons here if the single ship of the United States be withdrawn.

I understand that the *Jamestown* is not needed elsewhere at this time, and this port is best suited of any in these seas as a point of departure for most of the ports at which an emergency can arise requiring her presence.

I have no hesitation, therefore, in saying I consider it proper that you should remain for the present at this port.

I have the honor to be, sir, respectfully, your obedient servant,

ROBERT H. PRUYN,
Minister Resident in Japan.

Captain C. PRICE,
Senior Naval Officer China and Japan Seas.

Instructions of the Secretary of the Navy to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding the duties of that vessel.

NAVY DEPARTMENT, *January 13, 1865.*

SIR: Your communication of the 8th ultimo has been received. You are at liberty to make any convenient port on the European coast your headquarters. Although the coast as far south as the Strait of Gibraltar is considered as your station, you are authorized and expected to proceed anywhere beyond those limits if there be reasonable prospect of your being able to overtake piratical cruisers. The protection of our commerce and the pursuit of vessels that are preying upon it will be regarded as paramount objects.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain HENRY WALKE,
Commanding U. S. Steam Sloop Sacramento, Lisbon, Portugal.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, regarding orders for that vessel.

NAVY YARD, PHILADELPHIA, *January 14, 1865.*

SIR: I respectfully acknowledge the receipt of instructions from the Department of the 12th instant, and will use all due diligence in carrying them out.

I have the honor to be, sir, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the president of the Pacific Mail Steamship Company to the Secretary of the Navy, transmitting dispatch regarding movements of Confederates on the Isthmus of Panama.

OFFICE PACIFIC MAIL STEAMSHIP COMPANY,
New York, January 17, 1865.

SIR: I have the honor to enclose herewith a copy of a dispatch dated the 4th instant, from Alexander R. McKee, esq., our consul at Panama, to the Hon. William H. Seward, Secretary of State, in regard to the recent piratical movements on the Isthmus.

I beg leave to ask your attentive consideration of this subject, and, on behalf of this company, to reiterate the consul's suggestion as to the necessity of keeping a fast war steamer in the harbor of Panama for the protection of our important commerce in those waters.

I have the honor to be, sir, very respectfully, your obedient servant,

ALLAN MCLANE,
President.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

CONSULATE, UNITED STATES OF AMERICA,
Panama, January 4, 1865.

SIR: In view of the recent attempt of the pirate Hogg and others to capture one of the Central American vessels, and afterwards capture one or more of the California steamers, I deem it my duty to call the particular attention of the Department to the importance of immediately devising means to protect more efficiently the American commerce destined to pass the Isthmus.

You will at once perceive from my annual report the vital importance of affording ample means to prevent the interruption of communication and destruction of commerce between California, Central America, and the United States.

I am satisfied that I have learned correctly the programme of the pirates.

They intended first to take the steamer *Guatemala*, one of the fastest vessels on the Pacific, intercept the downward steamer from San Francisco, upon which, I understand, there were twenty-four of their confederates, who shipped at San Francisco, and who, after the disaster which befell their confederates, scattered in every direction. The next step was to take the upward-bound California steamer, and, after robbing and disabling her or holding her subject to orders, to take the Central American steamer *Salvador*, and then, after manning her, Callao and the Chincha Islands were to be visited by one of them, and our whole shipping at those points destroyed. The other vessel was to proceed to destroy American whalers and all American vessels bound to China, after which they would rendezvous in China waters.

The plan was well conceived and may yet be carried out, as it is known that a large number of them are still on the coast, as well as at St. Thomas [West Indies].

May I, under the circumstances, be permitted to suggest that a vessel of war of great speed be placed at this point, to be ready at a moment's warning for action.

You are not, perhaps, advised that a number of Americans here are sympathizers with the South, and ready to engage in any enterprise to

destroy our commerce on the Pacific, and that nine out of ten Americans who sojourn in this city on their way to California, Central America, the south coast (or for piratical purposes) entertain the same feeling, but more intensely; besides, the English and English passengers, as well as many English officers and men of other nationalities, not only sympathize with the South, but would give aid and comfort and assistance, if necessary, to Southern pirates.

Our loyal citizens and, I may say, the Government of the United States are vitally interested in both the Panama Railroad Company's road and steamers, as well as those of the Pacific Mail Steamship Company, and must feel a deep interest in their security, and as the whole Pacific Coast is infested with desperate men, there is now no safety. Every precaution, with the means at hand, has been and will be used to prevent the capture of any vessel of the different lines, but unless we can command some other protection, I can not believe otherwise than that some disaster will occur.

We have but one vessel here (sailing ship *St. Mary's*), and she could do nothing in case of emergency. Many suspicious persons are now here, but closely watched.

I am, your obedient servant,

ALEX. R. MCKEE,
U. S. Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

Letter from the Assistant Secretary of the Navy to the president of the Pacific Mail Steamship Company, regarding the protection of commerce in the Pacific.

NAVY DEPARTMENT, *January 20, 1865.*

SIR: The Secretary of the Navy directs me to acknowledge the receipt of your letter of the 17th instant, and its enclosure, in reference to the protection of commerce in the Pacific, and to state in reply that two steamers of war are about leaving Atlantic ports, if they have not already sailed, for that station—the *Muscoota** and *Suwanee.*

Very respectfully.

G. V. FOX,
Assistant Secretary.

ALLAN MCLANE, Esq.,
President of the Pacific Mail Steamship Company, New York.

Letter from the Secretary of the Navy to Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting a document relative to a design by Confederates to capture California steamers.

NAVY DEPARTMENT, *January 20, 1865.*

SIR: I herewith enclose a copy of a communication, dated the 3d instant, addressed to the Secretary of State by William H. Allen, of Brooklyn, N. Y., late colonel First and One hundred and forty-fifth

*The *Muscoota* broke down and failed to go.—COMPILERS.

regiments New York Volunteers, and referred to this Department, relative to the designs of insurgent parties to capture the California steamers on the Pacific side.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEO. F. PEARSON,
Commanding Pacific Squadron, Panama.

[Enclosure.]

NEW YORK, *January 3, 1865.*

SIR: For some time previous to the late attempt to seize the Pacific steamers I had reason to believe that such a plan was in contemplation. The result justified my suspicions.

Since then I have followed the matter up, and now have certain information that a repetition of it will be resumed on an entirely different plan.

[With] the leading agents in this matter I am personally well acquainted. I therefore deem it my duty to impart to the State and Navy Departments such facts as have come to my knowledge, with an offer of my services for the purpose of counteracting the plans the parties have in view.

The plan of action now is to seize the ships by the aid of a swift but small iron steamer, armed with one gun.

She will be concealed in some of the many bays and inlets abounding on the coast from the Gulf of Fonseca to San José, on the lower end of Costa Rica.

Two of these vessels are now on the way to, or have arrived at, St. Thomas from England, in pieces. They will be put together there or at Georgetown, Demerara, and run down the coast around the Horn.

Intending, ostensibly, to ply around the Chincha Islands, the officers and prize crew will sail from this port to Havana, reporting there to Charles Helm; thence to St. Thomas, where a person named Andrews manages affairs, or did the last time. At the proper time they will proceed to San Juan de Nicaragua, where they will be taken in charge by Thomas J. Martin, late mayor of that place, who will forward them to the river, across the lake, on through Costa Rica to the coast, there to meet the vessel and sally out at the proper time. Helm I have known since the Mexican war; Andrews I have done business with; Martin was in my employ while engineer on the ship canal. I am well acquainted throughout Nicaragua and Costa Rica, as also in Demerara; therefore, with the aid of an assistant and the coast natives, it would be impossible for these men to escape capture, by keeping the naval commander at Panama fully advised.

Mr. Thomas Sampson thinks as I do. This matter is of such importance that no time should be lost in acting upon it.

Very respectfully,

WM. H. ALLEN,
Late Colonel First and One Hundred and Forty-fifth N. Y. Volunteers, No. 98 Willoughby Street, Brooklyn, N. Y.

Hon. WM. H. SEWARD,
Secretary of State.

[P. S.]—My views more in detail can be given at a future time.

Letter from Messrs. H. H. Swift & Co. to the Secretary of the Navy, giving information of the capture and release by the C. S. S. Shenandoah of the Argentine brig Adelaide.

84 SOUTH STREET,
New York, January 21, 1865.

We think it not out of place to hand you extract of a letter from Pernambuco, dated December 14:

The Argentine brig *Adelaide*, owned by Pendergasts and loaded by Phipps, was captured by the *Shenandoah* off the coast of Brazil. Preparations were made to burn her, when, by a letter, it was found that the cargo was owned by neutrals and she was released. The turpentine had been poured over her deck and the baggage removed. The captain of the pirate said he would not respect neutral flags with American property; we therefore suggest the propriety of insurance even under neutral flags, etc.

We have only to add that this same class of neutrals on shore in Brazil keeps the pirates well posted about who are shippers of cargoes, and, having driven all American vessels from the coast, they hope by this means to drive out the few remaining American merchants. We respectfully add that we trust the Government will look to that mild coast during these winter months.

Respectfully,

H. H SWIFT & Co.

Hon. SECRETARY OF NAVY.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus, of the movements of that vessel from December 16, 1864, to January 24, 1865.

U. S. S. NEREUS,
Beaufort, N. C., January 24, 1865.

SIR: I have the honor to inform the Department that unless I shall receive counter orders in the next half hour I shall sail for Mariguana Passage this day.

On the 14th of December I received orders from Admiral Paulding, at New York, to convoy the *Dictator* to Norfolk (Hampton Roads). I fouled a buoy in getting underway, and I did not leave until the 16th of December, 1864.

On my arrival at Hampton Roads I found telegraphic orders to proceed to Mariguana Passage. As the pilot was coming on board to take me out I received verbal orders to follow Commodore Rodgers to Norfolk. Did so, and while there received orders to tow the *Saugus* to Wilmington. Arrived at Wilmington on the morning of the 25th December, and participated in the bombardment of Fort Fisher on that day.

On the 27th December received verbal orders from Admiral Porter to proceed to Beaufort, coal, etc., and go to Mariguana. Was detained off the bar three days by a gale.

On the 2d of January, 1865, received verbal orders from Admiral Porter to remain and take part in the next engagement. Participated in the glorious actions of the 13th and 15th January, 1865.

On the 17th of January, 1865, received written orders to proceed to Mariguana, and about one-half hour after, received written orders to

tow the *Mahopac* to Charleston and verbal permission to return to Beaufort for stores and various articles left there; also orders to proceed to Mariguana, which last orders I am on the point of obeying.

I am, respectfully, your obedient servant,

J. C. HOWELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Messrs. H. H. Swift & Co., responding to their communication regarding protection to American commerce on the Brazilian coast.

NAVY DEPARTMENT, *January 26, 1865.*

GENTLEMEN: I have received your letter of the 21st instant, relative to the movements of the piratical steamer *Shenandoah* and the protection of American commerce on the coast of Brazil. Two steamers ultimately destined for the Pacific are about leaving the United States, and they are under instructions to search for and pursue the *Shenandoah*, if she can be heard of off the coast of Brazil.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Messrs. H. H. SWIFT & Co.,
New York.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting dispatches regarding movements of the ram Olinde (C. S. ram Stonewall).

U. S. S. NIAGARA,
Off Flushing, January 31, 1865.

SIR: For the information of the Department, I have the honor to enclose herewith copy of a note this day received from our minister resident at Brussels, marked A;* also copy of a communication addressed to Mr. Sanford by our chargé d'affaires at Paris in reference to the movements of the rebels at and about Belle Île. I also enclose the copy of a telegram which I received last night from Mr. Sanford.

I shall sail, as soon as the weather admits of it, for Houat and Belle Île, and see what is going on there.

The *Sacramento* sailed hence on a cruise some ten weeks ago, since which time I have not known of her whereabouts.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

[PARIS, *January 28, 1865.*]

SIR: I am advised by our consul at Nantes that a Danish vessel recently sold to Confederates arrived at [Le] Palais, Belle Île, and dis-

* Unimportant.

charged her Danish crew a few days since. Her name is *Olinde*. From the same source I learn that a ram built at Bordeaux on the model of the Italian ram *Castelfiardo* had arrived at the isle of Houat under the command of a Danish captain and with a Danish crew. The crew were discharged on board a vessel sent to her with coal from the yard of Dubigeon Fils, at St. Nazaire, in which they were taken to Quiberon and landed on the 25th instant.

The vessel that carried the coal went out under the pretext of coaling the vessel of war *San Francisco*, belonging to the Peruvian Government. The owners of the coaling boat profess to have been deceived.

I will thank you to communicate these facts to any of our naval force at Antwerp, if there be any, and also to inform me where a letter would reach any commander of a vessel of war on the Atlantic station. It may be wise for a vessel to go down to Houat and see what is going on, though my information is not sufficiently full as yet to justify me in making any recommendation to that effect.

The consul at Bordeaux informed me that one of the vessels built at Bordeaux for the Confederates and afterwards sold, as was pretended, to the Danes was refused by the Danish Government, and is now on her way back to Bordeaux with a Danish crew. It may be that the vessel he refers to is one of those of which the consul at Nantes writes. I would advise that Commodore Craven, if he be at Flushing, should hold himself in readiness for a prompt demonstration if the occasion should present itself.

Yours, very respectfully,

JOHN BIGELOW.

Hon. H. S. SANFORD,
Minister Resident, etc.

[Telegram.]

BRUSSELS, *January 30, 1865—1:25 p. m.*
(Received at Flushing 2:10 p. m.)

The ram mentioned in official enclosure yesterday left [Le] Palais, Belle Ile, Sunday morning, steering south.

SANFORD.

Commodore CRAVEN,
Frigate Niagara, Flessingue (Flushing).

Letter from the consular agent at Dover, England, to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting dispatch regarding the steamer Olinde (C. S. ram Stonewall).

DOVER, *January 31, 1865.*

SIR: I beg to enclose you copy of a letter I have received from Mr. F. Labado, at Belle Île, with whom I have previously corresponded.

I am, sir, your obedient servant,

PIERRE SISCO.

Commodore CRAVEN,
U. S. Frigate Niagara.

[Endorsement.]

Received late in March.

[T. T. CRAVEN?]

[Enclosure.]

LE PALAIS, *Belle Île, January 27, 1865.*

SIR: There is close to the islands of Houat and Hoedic, 12 miles distant from Belle Île, a steamer which was called *Olinde*, sold to the Danes. She is a ram. I don't know just if she is for Confederates or Peruvians, but I am sure she has discharged the Danes that were on board. She has received coal and crew, to go where, I don't know. There were close to her two steamers with coal.

I am, sir, yours, respectfully,

F. LABADO.

Mr. P. SISCO,
Dover.

[Telegram.]

BRUSSELS, *February 5, 1865—8:01 [p. m.].*
(Received 8 45 p. m.)

Bigelow telegraphs that a war vessel under Confederate flag, supposed the *Olinde*, and called *Stonewall*, Captain Page, has put into Ferrol, Spain, for repairs.

Have you received my telegram transmitting Harvey's?

SANFORD,
[U. S. Minister.]

Commodore CRAVEN,
Care of American Consular Agent, Dover.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting telegrams urging the presence of that vessel at Lisbon, Portugal.

U. S. S. NIAGARA,
Off Dover, February 5, 1865.

SIR: For the information of the Department, I have the honor to enclose herewith copies of two telegrams, No. 1 received at half past 2 and No. 2 received at about 3 o'clock this afternoon. I also enclose two notices of the movements of the *Olinde*, cut from the London Shipping and Mercantile Gazette of the 2d and 4th instant.

I am now on my way in search of the pirates, and shall exert myself to the utmost to fall in with them.

I regret that there are not more vessels out here to aid in this work.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures—Telegrams.]

No. 1.

FLUSHING, *February 5, 1865.*

Harvey telegraphs from Lisbon following:

Inform Craven that several vessels reported to be cruisers are hereabouts, and unless restricted by orders his services are urgently needed.

SANFORD AND HECTOR.

Commodore CRAVEN,
Dover.

No. 2.

FLUSHING, *February 5, 1865.*

Received from Minister Adams following:

The rebel ironclad that went from France.

JAMES HECTOR.

Commodore CRAVEN.

Letter from the U. S. chargé d'affaires at Madrid, Spain, to the Secretary of State, relative to the C. S. ram Stonewall.

LEGATION OF THE UNITED STATES,
Madrid, Early Morning of the 7th February, 1865.
[Received at Washington February 23.]

SIR: This goes by the morning train, in the hope it will reach Queenstown in time for the Cunard steamer.

The first resolution of the Spanish Government in the matter of the pirate at Ferrol was to treat her as the *Sumter* was treated at Cadiz, and under this order repairs were commenced upon her yesterday. I have remonstrated in such terms that, after a good deal of difficulty, I procured a counter order last night to suspend the work.

I am informed by Mr. Fernandez, acting as consular agent at Ferrol, and acting nobly, that the vessel is in bad condition and can not go to sea without the repairs she seeks.

I think from present appearances I shall be able to detain her definitively and stop her career entirely; at any rate, I shall gain time.

Meantime the *Sacramento* is off from Cadiz on the evening of the 4th instant, and will have plenty of time to get round. I have no doubt other ships will be sent by Mr. Adams and Mr. Bigelow.

I confirm my telegram of the 5th to you by Queenstown.

The vessel is an ironclad ram of 300 horsepower and three guns; built in France; stopped by Imperial order; sold afterwards to Denmark; refused by that Government, and once more in rebel hands. She is supposed to have received her crew from an English steamer sent out to meet her for this purpose at some rendezvous; name, *Stonewall.*

I have no time to relate in detail the strenuous efforts I have made here. I have been forced to use firm language, which will be immediately reported to you.

I think the career of this vessel is stopped, but till I have the documents in my hands will not venture to announce it as a *fait accompli.*

With the highest respect, sir, your obedient servant,

HORATIO J. PERRY.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the movements of that vessel in search of the C. S. ram Stonewall.

U. S. S. SACRAMENTO.
Lisbon, February 8, 1865.

SIR: I have the honor to report that the *Sacramento,* under my command, having received such stores, provisions, and clothing as she required, all necessary repairs completed in every department, and

reported in the most efficient condition at Cadiz, sailed for this port on the 4th instant, in compliance with a telegram from our minister, J. E. Harvey, to come here immediately; but as we were leaving the harbor of Cadiz I received, through our consul there, a telegram from our chargé d'affaires at Madrid that the rebel cruiser *Shenandoah* [*Stonewall*] was at Vigo, where she would remain five or six days. I then made all speed for that port, but on the morning of the 6th instant, while running at the rate of 11 knots up the coast, about 70 miles north of this port, our after engine valve stem, with other parts thereto connected, broke, which disabled us. I then made sail, and with the assistance of the forward engine succeeded in reaching this port yesterday.

I am making every exertion to have the engine repaired, and then proceed with all dispatch to Ferrol instead of Vigo, where a vessel is reported to be fitting out for a rebel cruiser.

The *Shenandoah* is not on the coast, as previously reported.

I herewith enclose the report of our acting chief engineer, Mr. Yates, upon the nature and cause of this most deplorable accident; and I must here respectfully state that of late the engineer has required as much time, nearly, in keeping the engines of this vessel in order as they have been used in running, and generally after a cruise of a week or ten days he has required almost invariably as much time in repairing. And this he tells me is in consequence of the wear and tear during our long passages since February last. Every effort is now being made to repair our broken engine, and I will then renew our pursuit of the enemy wherever he may be found.

I am, sir, very respectfully, your obedient servant,

H. WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. chargé d'affaires at Madrid to the Secretary of State, regarding the C. S. ram Stonewall.

LEGATION OF THE UNITED STATES,
Madrid, February 8, 1865.

SIR: On the 7th instant I wrote you that the first resolution of this Government in the question of repairs solicited by the ironclad ram *Stonewall*, now lying at Ferrol, had been to treat her as the *Sumter* was treated at Cadiz in 1862; that I had remonstrated in such terms that I procured a counter order, and that all work had been suspended on that ship. I now beg to report in detail the steps taken by me and the general history of this affair.

On the 4th instant, after my dispatch No. 162, of that date, with its enclosures,* had been written, I received the telegrams Nos. 1, 2, and 3, which informed me that the *Stonewall* had crossed the bay from Coruña to Ferrol, where there is an extensive naval arsenal and marine engine factory belonging to Government; that the consular agent at Coruña had protested against the repairs according to my instructions by telegram (already forwarded in my No. 162), and that the screw sloop of war *Sacramento* had immediately sailed from Cadiz on receipt of my telegram of the same morning.

*For enclosures mentioned in this dispatch, see Diplomatic Correspondence of the United States, 1865.

I replied at once to the consular agent at Ferrol in telegram No. 10, ordering him to protest against every kind of repairs and succor for the corsair as contrary to the royal decree of June 17, 1861, and offensive to the Government of the United States, with which Spain is at peace.

Before daylight on the 5th instant I had the honor to send you through the consul at Queenstown the telegram No. 11, and to Mr. Adams at London and Mr. Bigelow at Paris Nos. 12 and 13, giving a description of the ram as furnished by the consular agent at Ferrol.

At about 11 o'clock I went to see Mr. Benavides, her Catholic Majesty's minister of state, and informed him that I had been misinformed the day before; that the rebel ship was not the *Shenandoah*, as at first supposed, but a new ironclad ram, whose description I gave him. This varied the grounds of my reclamation. Mr. Benavides informed me that he had seen his colleagues; that they had a precedent already in the case of the *Sumter*, and that it had been decided to treat this ship in the same way the *Sumter* was treated, which had proved satisfactory to my Government. I immediately answered that I had had the honor to treat the case of the *Sumter* myself with Mr. Calderon Collantes, and that I had acquiesced in what had been done in that instance, stating clearly that it should not be used as a precedent for future cases, while my Government had approved that course, under the peculiar circumstances of the case, coupling its approval with a protest against the provisions of the royal decree of June 17, 1861, according to which it had been decided.

I then showed Mr. Benavides the distinctions between the case of an ironclad ram and a wooden ship as I understood them and as they had been established by an English tribunal called to pass upon a case in which this new class of vessels was concerned. I mentioned to him also the case of the *Rappahannock*, detained by the French Government at Calais under circumstances precisely similar to those of the *Stonewall* at Ferrol, except that the latter was an ironclad, which made the case still stronger against her being repaired.

Mr. Benavides requested me to let him have all that in writing, and he would see what could be done.

I returned home and immediately wrote the note of which a translation is enclosed, and it was handed to Mr. Benavides the same afternoon. It was written in Spanish and the first draft sent to the minister without preserving other copy than that taken by press from the original, and which I now enclose herewith. It seemed to me preferable to thus get the arguments of that paper before the Spanish Government immediately, saving a day or two's delay in the preparation of a translation by the Spanish state department, before it could have its effect upon the ministers, while the *Stonewall* would be repairing at Ferrol.

I am now preparing English copies, both of this and of the note of the 4th instant, to be kept by Mr. Benavides as originals, the Spanish copies to be treated as translations.

After that note was sent I received at about 8 o'clock the same evening, February 5, the two telegrams Nos. 4 and 5, from our consular agent at Ferrol and from Mr. Bigelow at Paris, which informed me that the *Stonewall* was in a bad state, unable to keep the seas, and that the works had been suspended under the consular protest, and instructions asked from Madrid.

Mr. Bigelow informs me that the vessel was built at Bordeaux, sold to Denmark, equipped for the Confederates at a place illegible, and advised me to seek M. Mercier and detain her.

Thus it was certain the orders to treat this ship as the *Sumter* had been treated had not yet reached Ferrol; she was detained and nothing had been done upon her up to that time. I learned also that the least time she would need in order to stop the leaks about her helm posts enough to enable her to go to sea, would be three days, according to the report of the Government officers who surveyed her at Ferrol.

On the 6th instant I called on Mr. Mercier, the French ambassador, and showed him Mr. Bigelow's telegram of the 5th. But he replied to my verbal request for his cooperation that he had no other antecedents than what I brought him, and that without instructions from Mr. Drouyn de Lhuys he did not feel at liberty to take any steps in the matter.

I also saw Mr. Banuelos, subsecretary of state, who met me with my note of the 5th instant in his hands and complained that the terms of that note had appeared to them hard; that he himself, whose personal sympathies were entirely on the side of the North, did not like it. I found, however, on enquiry that he had not read it, but his attention had been called to some phrases by the clerk to whose bureau it belonged.

I told Mr. Banuelos that I intended it to be only just hard enough to stop the repairs on the *Stonewall;* that I did not stand upon the words or phrases, and that if we could come to an understanding as to things I would throw the paper into the chimney and replace [it] with one as soft as he could desire. I begged him, however, to consider the points made in the note, which I then repeated and urged verbally, the result of this interview being that an official letter was sent from the state department to that of marine requesting the minister of marine to suspend the work on the *Stonewall* until further advice, it being understood that I would prepare the draft of another note to be handed to Mr. Banuelos, and if the definitive resolution of this question which Mr. Banuelos hopes to obtain from the cabinet should be in accordance with my wishes, as he expected, then the note of 5th of February to be withdrawn and replaced by the second one. Having effected this arrangement and seen the order for suspension of the repairs issued, I returned home and found the telegram No. 6, from the consular agent at Ferrol, which advised me that the work had just been begun on the ship that afternoon, under the orders I had just succeeded in having suspended.

On the 7th instant my dispatch No. 163 was written and forwarded to you by the morning train. Telegram No. 14 was sent to consular agent at Ferrol, who replied at 2 o'clock, telegram No. 7, that the order for suspension had been obeyed, and that it was impossible for the *Stonewall* to go to sea in the state she then was.

I prepared the draft of a new note, as arranged, and then sought an interview with Mr. Benavides, to whom I urged the arguments for detaining the ironclad ram completely, as set forth in the draft of a note a copy of which goes enclosed.

Mr. Benavides showed me that these repairs had been provisionally suspended; thought that they could not after the law of the decree of June 17, 1861, which he said had been published by the party of O'Donnell, now in opposition, and which he perhaps would never have published, and would be glad to have out of the way. If any indication should come from the French Government it would help the case very much; meantime the repairs would not go on.

I left this interview under the impression that Mr. Benavides would himself be glad to take a view of this question very much like the one I urged upon him, but that he was by no means sure what would be

the decision of the cabinet, in apprehension of the attacks which might be expected from the opposition in the chambers if they were to vary from the precedent of the *Sumter* case at Cadiz.

Immediately afterwards I had an interview with Mr. Banuelos, to whom I handed the draft of a new note; spoke of the incidents of the *Sumter* negotiations; showed your dispatches to me, No. 6, of February 4, 1862, and No. 13, of February 24, 1862, leaving No. 6 confidentially in his hands to be used as he might see fit.

Mr. Banuelos thought I should get all I asked except the detention by the Spanish authorities of the *Stonewall* in the port, because, he said, the batteries there were old and armed with old-fashioned artillery, and what could the authorities do? If the ironclad chose to leave they had not the material power sufficient to stop her. I said that their responsibility would be covered if they made the attempt, and I should be satisfied with the order for detention if it were executed in good faith, whatever might be the result. I had no idea the ram would attempt to force her way out against the authority of a royal order for her detention.

Returning from this interview I sent to Mr. Bigelow the telegram, No. 15, in which I informed him that the *Stonewall* was detained provisionally; that Mr. Mercier had no instructions, and begged him to see Mr. Drouyn de Lhuys, and I would detain the ram till instructions could arrive.

I beg leave thus to submit the history of this case up to the night of the 7th instant, and have the honor to remain, with the highest respect, sir, your obedient servant,

HORATIO J. PERRY.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding the movements of that vessel.

U. S. S. SACRAMENTO,
Lisbon, February 9, 1865.

SIR: I have the honor to state that our minister at this port, Mr. Harvey, has informed me that he has complained to you of my neglecting to answer his telegram to me while I was at Cadiz.

I respectfully beg leave to make the following explanation of the circumstances:

When I was at Cadiz I had almost daily communication with Mr. Harvey by letter or telegram upon his private business. I received a telegram from him the 1st instant, as follows:

Public service requires immediate answer to enquiry made by letter last week and by letter yesterday.

JAMES E. HARVEY.

I returned an instant answer thus:

Your letter and telegram are answered immediately in the affirmative.

On the 3d instant I received another telegram from Mr. Harvey.

Your letter just received. Come here immediately.

JAMES E. HARVEY.

He gave me no idea of any service which he required of the *Sacramento* in either of his communications. I immediately ordered the paymaster to settle his bills, and, as the *Sacramento* was on her way to

Lisbon, where I could be in thirty-six hours, I did not answer Mr. Harvey then, as he had expressly requested me to keep my movements as secret as possible. But as we were leaving Cadiz I received a telegram that the *Shenandoah* was at Vigo, Spain, where, of course, I proceeded with all speed, but unfortunately the engine broke down and I was obliged to come here for repairs. Mr. Harvey, by an answer from our consul at Cadiz, was informed that we had gone to Vigo, and he now admits that I was right under the circumstances. I therefore respectfully protest that Mr. Harvey's complaint was unjustly premature.

I am, sir, very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. chargé d'affaires at Madrid, Spain, to the French ambassador to Spain, transmitting enclosure regarding the C. S. ram Stonewall.*

THURSDAY, *February 9, 1865.*

DEAR SIR: I called at your house to-day in order to show you confidentially what I wrote last night to our chargé d'affaires at Paris in reply to a letter of his of the 5th instant, which I should also be glad you would read.

Though the Spanish Government have, at my instance, decided not to allow the ram to make any repairs, I am very much afraid they are disposed to let her go, and perhaps somebody will give her a hint to go unbeknown to the Government. I think a word from you, though it should be only confidential, might have the effect to strengthen the batteries at Ferrol; and would it not, my dear sir, be useful to avoid thus, in a very simple way, any complications which may otherwise arise?

I really look for some action to be taken by the Imperial Government, but you will know best what time will be necessary, and whether it is worth your while to aid my own efforts to keep the ram quiet two or three days while you can receive instructions. Pray consider this as quite confidential and addressed rather to Mr. Mercier than to the ambassador of France, though I confess I should be rejoiced if Mr. Mercier should conclude to put the ambassador in motion.

I remain, my dear sir, very respectfully and faithfully, yours, etc.,

HORATIO J. PERRY.

His Excellency Mr. MERCIER.

Order of the Secretary of the Navy to Captain Price, U. S. Navy, commanding U. S. ship Jamestown, regarding that vessel.

NAVY DEPARTMENT,
Washington, February 10, 1865.

SIR: In the latter part of June next proceed with the U. S. sloop of war *Jamestown* to the navy yard at San Francisco.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Captain CICERO PRICE,
Commanding U. S. Sloop of War Jamestown, Macao, China.

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* For enclosure see p. 439.

Instructions of the Secretary of the Navy to Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, regarding the cruise of that vessel in search of privateers.

NAVY DEPARTMENT, *February 13, 1865.*

SIR: As soon as the U. S. S. *Connecticut* is in all respects ready for sea you will proceed with her on the cruise herein indicated.

After leaving Boston proceed, via Bermuda, where you can touch at the Leeward and Windward islands and visit the principal ports of those islands; thence along the Spanish main, looking in at La Guayra, Cartagena, and any other places that, in your judgment, the interests of our country may require; thence, via Aspinwall and Cape San Antonio, to Hampton Roads, Va.

The chief object of this cruise is to ascertain if there are any rebel privateers or pirates in those limits. Should you anywhere on the route hear of such vessels you will promptly proceed in pursuit, and use your best exertions to overtake and capture them when you can do so without violating the rights of neutral nations.

Communicate with the Department as opportunity may offer.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain CHAS. S. BOGGS,
Commanding U. S. S. Connecticut, Boston.

Letter from the U. S. chargé d'affaires at Madrid, Spain, to the Secretary of State, giving further information regarding the C. S. ram Stonewall.

LEGATION OF THE UNITED STATES,
Madrid, February 13, 1865.

SIR: I take up the relation of what has been done in the case of the rebel ram *Stonewall* where it was left by my No. 164, of 8th instant.

On that day in the morning I sent to Mr. Bigelow the telegram marked No. 16, enclosed in dispatch No. 164, informing him that the *Stonewall* is the same ship which was called *Staerkodder* at Bordeaux and *Olinde* in the Bay of Quiberon, and that she was manned by the old crew of the pirate *Florida*.

In the afternoon I received a telegram from Mr. Harvey at Lisbon, saying that the *Sacramento* had entered that port and asking for information. This telegram was also forwarded with dispatch No. 164.

I replied immediately in telegram* No. 1 of this series, enclosed, giving the information sought, and urged Mr. Harvey to send the *Sacramento* along promptly.

The enclosed letter from Mr. Eggleston, dated the 5th and mailed the 7th instant at Cadiz, was also received and will arrest your attention. What Mr. Harvey wanted of the *Sacramento* at Lisbon I can not imagine. It seems that soon after he received advice from me on the morning of the 4th instant (vide enclosure No. 3 of dispatch No. 162, February 4) of the presence of a rebel corsair at Coruña he sent a request to the consul at Cadiz to send the *Sacramento* to Lisbon. The vessel was already off for Coruña under the advice sent on the 4th by myself to Cadiz.

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* For enclosures, see Diplomatic Correspondence of the United States, 1865.

Unless that ship has been put under the special orders or direction of Mr. Harvey by the proper Department at Washington, I can not but regret the chance which sent her in at Lisbon. Had she kept on her course she would have reached Coruña at about the same time as the *Niagara*, which latter may need her cooperation.

The *Sacramento* has been lying idle for about two months at Cadiz, and might have been supposed to have had time to put her engines in working order.

I have been unwilling to give credence to reports which have reached me of much improper, if not positively disloyal, language used by some officers of this ship in the cafés and public houses at Cadiz. It recurs to me now, however, and you will have recently seen a gentleman who will, I have no doubt, confirm to you what he also said to me.

I trust the delay of the *Sacramento* can be satisfactorily explained to the Navy Department, but happening in connection with these antecedents, it has made me fear that the heart of that ship is not in the work she has to do.

The confusion complained of by Mr. Eggleston would be avoided by our heads of legation confirming their consular instructions to the consuls within their own jurisdiction, except perhaps in some rare cases of emergency, when what is said to the consuls should also be immediately reported to the legation on which they depend. In this instance Mr. Harvey received his own information from me, and might have supposed I should not omit to transmit to Cadiz what seemed most proper, according to the facts of the case as known here. Besides, Mr. Harvey is no nearer Cadiz than I am by telegraph, and I have the impression that his telegram must come first to Madrid, to be sent hence to Cadiz for lack of a direct line between those ports.

I received also a communication from Mr. Bigelow at Paris, dated 5th instant, giving me important information, to which I replied in the evening of this day, and beg to call your special notice to the copies of these documents, which go enclosed. My own letter*, February 8, was the exact statement of the state of this business at the time it was written, as well as an expression of my own idea of what the Government of France was called upon to do in view of the facts as reported to this legation.

I had, in fact, seen Mr. Banuelos the same afternoon, and had received from him the statement that he had shown your dispatch No. 6, of February 4, 1862, to Mr. Benavides, who had found it excellent; that the draft of a note that I had also left with him the day before was very good and entirely acceptable; that it was decided there should be no repairs on the *Stonewall*, but the Spanish Government could not undertake to arrest her definitively in their port, first, because they had not the material power to do it, and, second, because they did not think they had a right to do it. If they let her go away in precisely the same condition in which she was when she entered the Spanish jurisdiction, they were not responsible for anything this ship might do afterwards.

This is what they would do. He would send me back my draft of a note, which I might sign under the same date as the one it was to replace, and withdrawing the latter, the whole matter would be arranged. I confess that having obtained thus much (apparently) I did not feel disposed to press the extreme point of definitive detention of this ship by the direct exercise of the authority of the Spanish Government.

I had put it into my note of the 5th instant in order to cover the whole ground which my Government might wish to occupy, in case this

* See p, 417.

question should not be resolved to my satisfaction. But I had the consul's report that the *Stonewall* could not sail, in point of fact, unless the repairs were made, and I confess I would have dropped that point of theoretical right and contented myself with the practical result of no repairs if the Spanish Government had itself fulfilled what I was that afternoon led to expect.

On the 9th February I sent to the consular agent at Ferrol the telegram No. 2, in which I had authorized him to employ what people he might need to watch the ram and see that she made no repairs; that she took no coals, nor provisions and water, except what might be necessary to keep her crew from day to day, etc., ordering him to do all in good accord with the authorities of the port and announcing a letter of credit by mail to cover the expenses of this service.

You will find also a copy of a written instruction to the same consular agent enclosing the promised letter of credit from a banking house in this city, another to this banking house soliciting this credit, and another to the consular agent at Coruña containing instructions and authorizing him also to expend the money he might need to fulfill them, making myself responsible.

I called also at the French embassy, but did not find the ambassador. Afterwards I wrote him the confidential note* of which a copy goes enclosed, and which becomes interesting now as a frank and unguarded statement made at the time of the verbal understanding arrived at with the Spanish Government of my fears that the ram would leave without his repairs in spite of the report of his unseaworthiness, and the effort I was making to get some aid from Mr. Mercier to detain her, considering the definitive refusal of the repairs as a point already settled.

On the morning of the 10th instant I saw Mr. Mercier, and he told me that he had seen Mr. Benavides and that the latter had told him that they would not repair the ram, but that there was no force at Ferrol capable of stopping her if she chose to go, and they could not detain her.

I am forced to close here to save the mail, enclosing copy of my protest, night of 9th instant, to be explained in next dispatch.

Respectfully, your obedient servant,

HORATIO J. PERRY.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, regarding the cruise of that vessel in search of the C. S. S. Shenandoah, and enclosing consular correspondence.

U. S. SHIP ONWARD,
Port of Montevideo, February 14, 1865.

SIR: Since my communication of November 27, 1864, I convoyed the American ship *Kate Prince* clear of the coast of Brazil and then cruised to the southward, questioning all ships that I met regarding the pirate *Shenandoah*. At Santos I heard the report of a ship-rigged steamer having been seen off the Rio Grande do Sul, and supposed to be the *Shenandoah*. Immediately started in pursuit, and cruised in the track of vessels bound around Cape Horn eighteen days, and then put into Montevideo to procure fresh water and fuel. Here we heard a report

* See p. 421.

that the *Shenandoah* had been sunk at one of the Western Islands. I then received a request from the American consul and residents to remain in this port a few days to afford them protection in case of the sack of the city after its bombardment by the Brazilian gunboats. As all the French, English, Spanish, and Sardinian men-of-war in the harbor have offered protection to their consulates and subjects, I have thought it my duty to do the same.

Enclosed please find copies of letters on the subject sent to me by the consul and American residents.

Hoping that my actions will meet the approval of the Department, I remain, with great respect, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Montevideo, February 6, 1865.

SIR: I have the honor to enclose you a copy of a communication received at this consulate, signed by a number of loyal citizens of the United States established and residing in this city, requesting me, as their representative, to apply to you to land an armed force for the protection of their lives and property.

The fears expressed by my fellow-citizens residing in this city are, in my opinion, but too well founded. I therefore request you will afford them the desired protection, and at the same time furnish a force for the safety of this consulate.

I have the honor to be, very respectfully, your obedient servant,

CHAS. W. PARSONS, Jr.,
U. S. Vice-Consul.

Commander WM. H. CLARK,
U. S. Ship Onward.

[Subenclosure.]

MONTEVIDEO, *February 6, 1865.*

SIR: Having good reason to believe that this city will shortly be subjected to all the horrors of a general sack and pillage, and that our lives and property will be entirely at the mercy of an undisciplined and semibarbarous soldiery, we, the undersigned, loyal citizens of the United States of America, come before you, our representative, to request that you will ask from the commander of the U. S. sloop *Onward*, now lying in this port, a guard of armed men sufficient to protect our houses from assault.

Being deprived by a decree of the Government of this country of the right, hitherto enjoyed by foreign residents, of hoisting our national flag, we have no other means of protection than such arms as we may happen to possess, and these are altogether insufficient to defend us against an armed mob.

That our fears are not imaginary and unfounded the recent events at Paysandu too plainly prove, where, in a lately flourishing town of some 10,000 inhabitants, only three houses escaped pillage.

It is also a matter of common boast among some bodies of troops under arms for the defense of this city that if shell are thrown into the trenches by the attacking armies they will revenge themselves

upon the foreign residents, and it is only under the firm conviction of the imminent danger to which we shall shortly be exposed that we make this request for protection.

Hoping that you will make our request known to the commander of the *Onward* without delay, we subscribe ourselves, your most humble servants,

ZIMMERMAN, FAIR & CO.
F. TAPPER.
PETER BOURSE.
BATE & CO.
DANIEL ALLEN.

CHARLES W. PARSONS, Esq.,
Consul of the United States of America.

U. S. SHIP ONWARD,
Montevideo, February 6, 1865.

SIR: I have the honor to acknowledge the receipt of the letter from the American residents of this city. In reply I have to state that, should it become necessary to defend the lives or personal property of the American residents at this place, I will willingly land sailors; but until I have verbal communication with you I can give no decided answer.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

CHARLES W. PARSONS, Esq.,
U. S. Consul, Montevideo.

Letter from the Secretary of State to the Secretary of the Navy, transmitting extracts from dispatches regarding exclusion of C. S. S. Shenandoah from Brazilian ports.

DEPARTMENT OF STATE,
Washington, February 14, 1865.

SIR: I have the honor to communicate for your information some extracts from the dispatch of December 23, 1864, received from James Watson Webb, esq., the U. S. minister in Brazil, which have relation to naval matters and also to the order recently issued by the Brazilian Government excluding the privateer *Shenandoah*, Captain Waddell, from all the ports of that Empire.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

LEGATION OF THE UNITED STATES,
Petropolis [Brazil], December 23, 1864.

* * * * * * *

But we are already reaping the fruits of the general good news brought by the steamer on the 18th, as you will perceive by the enclosure

marked A, which excludes the *Shenandoah* from the ports of Brazil, because, in capturing the American vessel *Kate Prince*, bound from Cardiff to Bahia, the pirate violated the consular seal of the Brazilian consul at Cardiff; and what is more, no vessel hereafter to be commanded by Waddell is to be permitted to enter the waters of Brazil.

I have invariably reminded the minister of foreign affairs in my interviews after these captures that we do not concede that our rebels are a belligerent power, and demanded their exclusion from Brazilian ports, but with no result, except in the case of the *Alabama*, after the grossest violation of the neutrality of Brazil. Now, however, when I had no specific cause for any such demand, and confined myself to the general demand for exclusion of all the piratical vessels of our rebels, behold the *Shenandoah*, which has never been in Brazilian waters, but has been committing all kinds of depredations upon our commerce, just where everybody knows we are the most vulnerable, but where it has never been decreed wise to afford any protection, is excluded from the waters of Brazil.

The importance of this concession to us consists in the fact that at this moment, and for nearly three months past, our commerce from 10° north latitude down to Cape Horn has been entirely unprotected, and since the *Wachusett* left the coast on the 8th of October we have had no protection whatever, except such as might have arisen from the touching on the coast of Captain Rodgers with the *Iroquois*. At my request, he looked into Santos and St. Catharine's, and being bound for Montevideo, I begged him to run up to Buenos Ayres (ten hours' sail), in order that our flag might be seen pending the troubles in that region. I yesterday received a letter from Captain Rodgers informing me that he had done all I requested, and would sail for the Cape of Good Hope on the 13th of this month. His visit to the river was most timely, as the tyrant Lopez, who is worse even than was Francia, has been guilty of great outrages toward Brazil, and was very threatening in his bearing toward Mr. Washburn.

* * * * * * *

The *Shenandoah*, if still in this region, must be in want of stores, and hence the importance of getting her prohibited from entering the ports of Brazil. The *Onward* is looking for her, but if successful in finding the *Shenandoah* my impression is that the pirate will capture her, or rather sink her, for Clark will not strike his flag to the pirate. The *Shenandoah* is said to have two guns of longer range than the *Onward*, and if so the pirate has only to place herself to windward of the *Onward* and beyond the reach of her guns to render the destruction of our man-of-war certain. My hope is that Captain Clark will not fall in with the *Shenandoah*.

* * * * * * *

I have the honor to be, very respectfully, your obedient servant,

J. WATSON WEBB.

Hon. WILLIAM H. SEWARD,
Secretary of State.

P. S.—We have just learned of the destruction by fire of the British flagship *Bombay*, Admiral Elliot, off Montevideo, and the loss of ninety-three of her crew. She was a noble two-decker.

A.

[From the Jornal do Commercio of December 21, 1864.]

Official.—The Imperial Government having had information that the Confederate steamer *Shenandoah* boarded at sea the galley *Kitty* [*Kate*] *Prince*, from Cardiff to the province of Bahia, and that in such act the commander of that steamer (J. I. Waddell) opened the manifest of the said galley, breaking the seal of the Brazilian consulate, have resolved to prohibit the entrance into any port of the Empire of said steamer, or of any other vessel commanded by the said Waddell.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, commanding South Atlantic Blockading Squadron, transmitting instructions to Commander Preble, U. S. Navy, commanding U. S. ship St. Louis.

NAVY DEPARTMENT, *February 15, 1865.*

SIR: Have the *St. Louis* fully provisioned and her complement filled with men whose times will not expire soon; also place on board of her a guard of marines, and dispatch her to Aspinwall. Orders for Commander Preble are herewith enclosed.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral JNO. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, off Charleston, S. C.

[Enclosure.]

NAVY DEPARTMENT, *February 15, 1865.*

SIR: Rear-Admiral Dahlgren has been instructed to have the *St. Louis* fully provisioned and manned with a crew whose terms of enlistment do not soon expire, and to give her a full marine guard. As soon as this has been done, and the vessel is in other respects ready for sea, you will proceed with her to Aspinwall, New Granada, and remain there until further orders, for the protection of our commercial interests in that quarter.

Information has been received that the state of Panama is levying contributions upon American citizens engaged in commercial and mercantile pursuits on the Isthmus. These contributions are onerous and unjust, and those on whom they are imposed are upheld by this Government in refusing their payment. The matter is now under consideration by the Department of State, and it is desirable that a vessel of war of the United States should be at Aspinwall for the purpose of cooperating with the American minister at Bogota, Allan A. Burton, esq., in such measures as it may be deemed proper to adopt in order to relieve our citizens on the Isthmus of the unjust taxes to which they are subjected.

Immediately on arriving at Aspinwall you will communicate with Mr. Burton by letter, and be governed in your proceedings by his suggestions, so far as the question above referred to is concerned.

You will always be prompt to cooperate with the naval force at Panama in protecting the persons and property of citizens of the United States in their transit over the Isthmus, should either be endangered by lawless parties and the use of armed force become necessary.

When the California steamers are not in port, and there is no necessity for your presence at Aspinwall, you are at liberty to cruise occasionally in the vicinity for a short time.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander GEO. H. PREBLE,
Commanding U. S. S[hip] St. Louis, Port Royal.

P. S.—An officer will be sent out to relieve you when you shall have been in command of the *St. Louis* two years.

[Telegram.]

MADRID, *February 16, 1865—11:55.*
(Received at Ferrol 12:32 February 17.

I have been notified that the twenty-four hour rule will be enforced in the sailing of the *Niagara* and *Stonewall.*

The *Louisa Ann Fanny* has gone to Bermuda, by official accounts.

PERRY.

Captain CRAVEN,
Frigate Niagara.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, regarding movements of that vessel.

U. S. S. SUWANEE,
Navy Yard, Philadelphia, February 16, 1865.

SIR: I have the honor to report that I will proceed to sea to-morrow morning at daylight, in obedience to orders already received.

I am, very respectfully, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Navy Department, Washington.

Instructions of the Secretary of the Navy to Commander Townsend, U. S. Navy, commanding U. S. S. Wachusett, regarding the cruise of that vessel to the East India station.

NAVY DEPARTMENT, *February 17, 1865.*

SIR: As soon as the U. S. S. *Wachusett* is in all respects ready for sea proceed with her by the way of the Cape of Good Hope to the East India station, where you will remain until further orders.

The vessels at present on that station are the *Jamestown* and the *Relief.* Orders have been sent to the former to leave there in the latter part of June next, and proceed to San Francisco.

Macao, China, can be made your headquarters, and all letters for the *Wachusett* will be forwarded to that place.

Use all practicable dispatch in reaching your station, and do not deviate from the most direct route, except for the purpose of pursuing piratical vessels should you hear of any within your reach.

Avoid entering any port of Brazil. The Navy Department has coal stored at Martinique and Loanda, and it is desirable that you should touch at those places to replenish your supply.

I transmit to you by mail a package of the general orders and circulars of the Department, uniform regulations, Articles for the Government of the Navy, and Harwood's Summary Courts-Martial. Your particular attention is called to the circular letter* of the Department dated August 18, 1862, issued for the guidance of cruisers of the U. S. Navy upon the matters to which it refers; also to the Queen's neutrality proclamation, a copy of which will be found with the other papers mentioned. Be careful at all times, while exercising the rights pertaining to a cruiser of the United States in time of war, not to disregard the rights of others, and scrupulously avoid violating the laws of nations or infringing upon the territory and waters of neutral nations.

Communicate with the Department in the course of your voyage as opportunity may offer, and keep it advised of your movements and proceedings after reaching your station.

Do not fail, before sailing from Boston, to forward to the Department a complete muster roll of the *Wachusett* and a correct list of her officers.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander ROBERT TOWNSEND,
Commanding U. S. S. Wachusett, Boston.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Point de Galle, Ceylon.

U. S. S. IROQUOIS,
Point de Galle, Ceylon, February 18, 1865.

SIR: I have the honor to report that this ship arrived at Point de Galle yesterday afternoon.

We sailed from the Cape of Good Hope on the 12th of January, and from Mauritius on the 31st, having remained in the former place somewhat less than three days and in the latter just forty-eight hours. At both places we coaled and repaired our boilers.

On our passage from the cape to Mauritius we were compelled to haul our fires at sea to repair our boilers, as we were also on our passage from Mauritius to Point de Galle. On the latter occasion the water was running into six of our thirteen furnaces, two of which were wholly disabled, one nearly disabled, and three others gradually becoming so by the accumulation of salt in the fire surfaces.

I endeavored to go directly from Mauritius to the Strait of Sunda, but the trade wind being to the northward of east, and finding no northwest monsoon near the equator, where I had expected to find it at this season, I was compelled to come to this place for coal and to repair our engines, which could no longer be run safely. The chief engineer hopes to have the engines in condition by the 21st to make

* See Vol. I, p. 417.

the run to Batavia, but reports to me that both engines and boilers will require at least a fortnight's hard work upon them when we reach that port.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, giving information of the presence of the C. S. S. Shenandoah at Melbourne, Australia.

U. S. S. IROQUOIS,
Point de Galle, Ceylon, February 18, 1865.

SIR: Upon my arrival here I learned, through the Australian newspapers and from an English mail steamer recently from Australia, that the rebel steamer *Shenandoah* arrived at Melbourne on the 25th of January and remained at that port when the steamer touched there for the mails on the 26th.

A very intelligent quartermaster from this mail steamer came on board to see me to-day. He has been a petty officer in our Navy, and seemed attached to it. He informs me that he was on the pier at Melbourne when the captain of the *Shenandoah* landed, and that he entered into conversation with the gig's crew, who told him that the *Shenandoah* had gone to Melbourne to remove her spar-deck cabin and houses, to alter ports, and to fit the ship for mounting four more 8-inch guns, which she had in her hold, and that they hoped to enlist 100 more men. My informant also stated that there were plenty of men to be had in Australia.

I should sail for Melbourne immediately if I could hope to reach that place in time to overtake the *Shenandoah*; but as it is nearly 5,000 miles distant, with no coaling station this side of Australia, and as the direct route is in the teeth of the southeast trades, I could not expect to arrive until she had sought some new field of pillage and destruction.

I shall therefore hasten through the Strait of Malacca to Batavia and the Strait of Sunda, and shall thence strike in the direction where I can best carry out the instructions of the Department and intercept the *Shenandoah*, being influenced by the latest information I shall receive.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of the commandant navy yard, Boston, of the departure of U. S. S. Connecticut for the West Indies.

COMMANDANT'S OFFICE, NAVY YARD,
Boston, February 21, 1865.

SIR: I have the honor to state that the U. S. S. *Connecticut* sailed from off this yard this day at 1 o'clock p. m. on a cruise to the West Indies, etc.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Almy, U. S. Navy, commanding U. S. S. Juniata, to proceed to the coast of Brazil.

NAVY DEPARTMENT, *February 23, 1865.*

SIR: Fill up the *Juniata* with stores and proceed with her, with all practicable dispatch, to the coast of Brazil, which is to be her station until further orders.

Your cruising grounds will embrace the whole coast of Brazil, Fernando de Noronha, and other islands adjacent thereto, and will extend as far south as Buenos Ayres. It is not desired that you should go beyond these limits unless in pursuit of piratical vessels that may be in reach, or for some extraordinary emergency.

Your object will be the protection of the interests of American citizens and of your country generally within the limits of your cruising grounds, and especially the guarding of American merchant vessels against depredations of piratical or rebel cruisers.

Be careful at all times, while maintaining the rights of your own country, to scrupulously regard the rights of other countries and guard against violating international law or infringing upon the territorial jurisdiction of any power.

The recent affair at Bahia between one of our cruisers and the rebel steamer *Florida* renders it important that you should exert yourself, without compromising the dignity of the flag under which you are serving, to cultivate the friendship of Brazil and eradicate any unpleasant recollection which the people of that country may have in connection with that circumstance.

While the authority of any of our representatives abroad to order a vessel of war is not admitted, and seldom ventured, due respect to such high functionaries and the official position they occupy requires that the commanders of such vessels should listen to their suggestions and cooperate with them in all proper measures tending to the welfare and advancement of our country.

I transmit to you by mail copies of general orders and circulars issued by the Department, and call your particular attention to the circular letter of August 18, 1862, for the guidance of the commanders of United States cruisers in certain matters.

Keep the Department advised of your movements and proceedings.

Mails for the *Juniata* will be sent to Bahia unless on reaching your station you should find it better for them to be sent to some other port and so advise the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN J. ALMY,
Commanding U. S. S. Juniata, Port Royal, S. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, regarding movements of Confederate vessels.

U. S. S. CONNECTICUT,
Bermuda, February 25, 1865.

SIR: I have the honor to report that I arrived at this place yesterday, three days from Boston.

This morning I called on the lieutenant-governor and saluted the English flag, which was returned from the fort.

I sent a boat with an officer to call on the U. S. consul and invite him on board, but he had gone to Hamilton, at the south end of the island. I am afraid I shall not see him before the hour of sailing.

There are six blockade runners lying at St. George. The opinion here given by the consul's agent is that the greater number of these vessels, since the fall of Charleston and Fort Fisher, are about making Havana a rendezvous for operations on the coast of Texas. There is also a rumor that an ironclad with two turrets, called the *Stonewall* (last heard from at Madeira), is expected soon at the port, where she will be met by the *Shenandoah* with the intention of making a raid on the coast.

I shall proceed to sea this afternoon, within twenty-four hours after my arrival, for the leeward of the West India Islands.

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding affairs on his station.

U. S. FLAGSHIP LANCASTER,
Bay of Callao, February 27, 1865.

SIR: I have the honor to report that the state of political affairs in Peru is now tranquilized to such a degree that I shall, on the arrival of the next mail, leave for Panama, in order to avail myself of its central position to look after the pirates said to be endeavoring to fit out cruisers in Central America. I have received through the consuls at Panama and Callao copies of communications from the honorable Secretary of State and Colonel William H. Allen, late of the First and One hundred and forty-fifth regiments of New York Volunteers, relative to the project of said pirates, and have issued such orders to the commanders of the steamers of the squadron as will render them vigilant to the extent of their power in protecting our commerce. I hope to learn by the next mail that it has been the pleasure of the Department to order a number of fast gunboats to this station, as they are much needed here, in order that our citizens and their property may not be constantly endangered. It appears that attempts have been made near Panama to construct one or more torpedoes for the purpose of blowing up the *St. Mary's* or any other United States vessel in the harbor of Panama, but that Captain Middleton had taken such measures as would probably prevent any attempt upon the *St. Mary's*, at least.

I have a communication from our minister at Costa Rica, informing me that serious difficulties might arise in Central America in consequence of the admittance to Costa Rica of ex-President Barrios, and therefore (should I learn of troubles there) he desires me to send a vessel of war there to look out for the interests of our citizens. I of course gave this and all other requests for protection along the coast of the Pacific all the attention in my power. As the *Saginaw* was unable to proceed on her cruise without repairs upon her boilers, etc., which would detain her at the navy yard several weeks, I have ordered *Wateree* to proceed from San Francisco to Acapulco and the por

Central America and the *Saranac* to follow her to those ports so soon as she could safely leave the Gulf of California. The *Cyane* is here on her way to Panama, where she is to relieve the *St. Mary's*, and that vessel will be sent here to look out for our great interests here and at the Chincha Islands.

Ex-President Castilla has within a few days been sent on a cruise in the Peruvian brig *Admiral Guise*, and this will undoubtedly be the means of keeping the people of Lima and Callao quiet. It seems that under a singular law of Peru her naval commanders have the right to refuse to take to any foreign port a political prisoner, and therefore it is said that General Castilla will not be landed abroad.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the movements of the C. S. ram Stonewall, and transmitting enclosures on the same subject.

U. S. S. NIAGARA,
Coruña, Spain, February 28, 1865.

SIR: On the 5th instant I had the honor of informing you in a brief dispatch (No. 3) that I was then on my way in search of the pirate *Olinde*. That dispatch had scarcely been mailed before I received telegrams reporting the arrival of the pirate ram at Coruña and Ferrol for repairs. This was late in the evening, and a thick fog and heavy storm prevailing at the time delayed my departure until the following morning. The westerly gale which continued for the two days while we were steaming out of the channel, and a fresh gale which occurred from the eastward as we approached the coast of Spain, retarded my arrival at this port until the 11th instant, when I learned that an ironclad ram under the Confederate flag, called the *Stonewall*, had put in here some ten days previously for repairs, but remained only three days and then went to Ferrol, and would be ready for sea in about three days. Immediately upon anchoring here I announced it to our several legations at London, Paris, Madrid, and Lisbon, and requested them if they knew of the whereabouts of the *Sacramento* to send her immediately. Return telegrams from Madrid and Lisbon reported the *Sacramento* as being disabled on her way from Cadiz, and was then at Lisbon for repairs, which could not be completed for ten days.

On the evening of the 15th instant I proceeded with the *Niagara* to Ferrol, and on the following morning called upon the military and civil governors of the place, who informed me that her commander, Thomas J. Page, had reported the *Stonewall* ready for sea, but had not as yet appointed a time for sailing.

During my interview with the Spanish authorities I earnestly protested against their aiding in or permitting the pirates to be fitted for sea while in these waters. They assured me in the most positive manner that she had received no assistance from them excepting that of the loan of a Government hulk, which was then lashed alongside, for the reception of her stores, etc., while such work as was absolutely needed for her safety at sea was being done by private workmen, and

not by those employed by the Government. I remarked to the governors that I not only relied implicitly upon the good faith of Spain in this matter, but while I felt that the utmost watchfulness would be kept on their part to prevent it, the rebels whom they had to deal with would, if possible, by bribing or other disreputable means strive to complete the fitment of their vessel, while lying in their harbor, in the most perfect manner. I also remarked that I had been informed that an English steamer, the *Louisa Ann Fanny*, said to be a blockade runner, had within a day or two visited their harbor, and that I felt morally sure that it was for no other purpose than that of furnishing supplies to the pirate. They assented to the remark, but affirmed that there had been no intercommunication between the two vessels; that they had not only placed a guard on board of the hulk then lying alongside of the *Stonewall*, but had also anchored nigh her a revenue vessel with a guard of some twenty-five or thirty men, who had positive orders not to allow supplies of any sort to be received either from the shore or any other quarter. Our interview was of the most friendly nature, and I left them fully impressed with the belief that they would act in perfect good faith toward us.

On the morning of the 17th our commercial agent, Mr. A. F. Fernandez, visited me and stated that he had but a few minutes before been waited on by the governor, who called expressly to inform him that Captain Page had been to see him to learn if there would be any objection on the part of the Government to his being absent from his vessel for a few days for the purpose of visiting Paris; that he found his vessel still leaked and was not seaworthy, and he wished to see if something could not be done to throw her back upon the contractors' hands. There being no objection interposed, Captain Page, on the afternoon of the 17th, left in a steamer said to be a Government vessel for Coruña, en route for Madrid and Paris.

In the afternoon of the 18th our consular agent at Coruña came on board and informed me that Page had remarked to several citizens on the night previously that his repairs were all completed and that his vessel was all ready for sea, but that he was going to Paris for the purpose of purchasing another vessel.

The Spanish corvette hulk which had been used for the reception of the *Stonewall's* stores, etc., was hauled off from her side and returned to the arsenal on the 19th instant, and since then I observed no indication of her leakage, as I had done for the first two or three days after my arrival there. On the 20th she commenced taking in coal, and appeared to be ready to sail at any moment.

On the 21st the *Sacramento* arrived and anchored near us, and soon after dark we discovered that the ram was getting up steam. A report prevailed on shore on the following morning that she attempted to go to sea, but that her officers and crew protested against it and refused to get her underway.

In the afternoon of the 22d, accompanied by the *Sacramento*, I returned to this port of Coruña, where I shall not be subject to the twenty-four-hour rule in case the pirates feel inclined to again put to sea.

The *Stonewall* is a much more formidable vessel than any of our monitors, is brig-rigged, about 175 feet in length, and completely cased in 5-inch plates of iron. Under her topgallant forecastle is her case-mated 300-pounder Armstrong rifle, which can be fired directly ahead or on either beam. Abaft her mainmast, in a fixed turret, are two other rifled guns, 120-pounders, both of which can be fired directly astern and

one on each beam. She has two other smaller guns in broadside. She has four engines, two screws, and two rudders, and is provided with a long projecting spur for butting, and is reported fast. In smooth water and open sea she would be more than a match for three such vessels as the *Niagara*. In rough weather, however, we might be able to annoy if not to destroy her.

I feel, sir, as if placed in a most unenviable position. All that I can now do is to watch closely her movements, and hope that at any rate she may be detained where she is definitely, or until such necessary reenforcements are sent out as to enable us to cope with her.

It has occurred to me that Page may have left here for the purpose of meeting or obtaining the assistance of another ram which was reported by our consul at Nantes as being near Belle Île on the 25th of January, and which report was transmitted to me from the legation at Paris through our minister at Brussels, copies of which I forwarded to you in my dispatch No. 2, dated January 31.

For the further information of the Department I herewith enclose copies of a dispatch received yesterday from Mr. Perry, our chargé d'affaires at Madrid, marked A, and of my reply thereto, marked B. You will find also enclosed copies of correspondence between Messrs. Bigelow and Perry, dated February 8, marked C and D; copies of a dispatch from Mr. Bigelow, dated February 13, marked E, and of my reply thereto of February 20, marked F, and a copy of a telegram from myself to Mr. Perry, dated February 13, marked G.

Rest assured, sir, of my constant vigilance and readiness for action, and that, whatever transpires in this complicated case, I shall endeavor to do my whole duty.

I have the honor to be, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, U. S. A.

[Enclosures.]

A.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, February 23, 1865.

DEAR SIR: The press of business in this legation has prevented me from addressing you in writing till to-day. You will have received various telegrams, however, and I have to acknowledge the receipt of several from you.

It is proper to-day for me to give you some information of what has been done in the matter of the steam ram *Stonewall*, now under your supervision at Ferrol, and as there is certainly a moment of quiet, if not a definitive legal detention of that ship, I hasten to trace briefly the history of the case and its present condition.

I was informed on the evening of the 3d instant of the arrival of the rebel ship at Coruña.

Before daylight on the 4th, telegrams were sent to London, Paris, Ferrol, Coruña, Lisbon, Cadiz, and Gibraltar, one of which I suppose was the means of your getting notice, and another sent off the *Sacramento* from Cadiz.

On the 4th I saw the Spanish ministers and claimed that no repairs should be allowed to the corsair; a formal note was also addressed to the Spanish Government to the same effect. The consuls had been

ordered to protest before the local authorities at Coruña and Ferrol, and this delayed the repairs till the resolution of the Government should be taken.

After this first action you will find the history of the case in press copy of my dispatch* No. 164, of February 8, addressed to Mr. Seward at Washington.

That situation continued until the evening of the 9th February, when the Spanish Government, under the influence of the counsel they had taken from the representatives of France and England, and in fear of the very powerful opposition of the O'Donnellite party in the chambers—which party had published the royal decree of June, 1861, and made a precedent under it in the case of the *Sumter* at Cadiz in January, 1862—fell back from their verbal arrangement with me not to allow any repairs, and ordered such repairs to be allowed as were indispensable for the security of the crew of the *Stonewall* at sea, and that ship to be then ordered to immediately leave the port.

My dispatches Nos. 165† and 166 to Mr. Seward would give you the details of all this, but the only unregistered copies I have are now in the hands of Mr. Bigelow, at Paris, for his information.

I enclose, however, a copy of my protest delivered to the Spanish Government on the evening of the 9th instant, which again had the effect to bring them up and limited the repairs which they had decided to permit to so insignificant an account, in point of fact, compared with what the ram really needed to be done, that I trust what was done will prove to be useless.

I send also copy of the official letter I wrote on the 8th instant to Mr. Bigelow at Paris in order to strengthen his hands with Mr. Drouyn de Lhuys and see if that Government would not aid us to stop the *Stonewall*.

Meantime all this had had the effect to gain time, and the *Stonewall* was not able to commence her limited repairs till after your welcome arrival at Coruña.

I had been greatly chagrined and disappointed at the failure of the *Sacramento* to appear where she was needed, but your own most opportune arrival secured, in fact, the practical success of this little diplomatic campaign, and effectually stopped the career of the most formidable pirate the rebels have been able to hoist their flag over outside their own military lines.

It will be interesting for you to know the course of events here and in Paris.

The enclosed letter from Mr. Bigelow of even date with mine to him will show how little dependence can be placed in that Government to do anything in our favor until they are obliged to.

My dispatch (No. 168) of 20th instant will tell you the rest of the story, and show you the precise situation of the *Stonewall* at present in a legal and diplomatic point of view.

You will know her condition in point of material impediments to her departure much better than I, and I beg you to let me have your opinion as to her capability of going to sea in her present condition, and whether the means at your command are sufficient to control her.

You will, of course, know what to [do] about the twenty-four-hour rule without any advice from me. I have only to say that if that rule should be infringed I will undertake to fight out the diplomatic battle which would ensue in such a way that the service of the United States shall not be prejudiced.

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* See p. 417.

† See p. 422.

You will notice in my No. 164 to Mr. Seward that I have been officially informed by the Spanish Government that Spain has not power enough at Ferrol to detain the ironclad if she chooses to go. What right has Spain, then, to pretend to detain you for twenty-four hours after the departure of the *Stonewall* if she has not, according to her own confession, power enough to detain the *Stonewall* for twenty-four hours after the departure of your wooden ships?

If she can not give you the security that your poor little wooden ships will not be followed and devoured by this iron monster as soon as you leave port, how can she pretend that the monster shall not be followed by you in case you should take a fancy to bite his heels, even at the risk of your own total destruction? This is a point loose in the network of their diplomacy which I do not propose to mention till it is needed, but which you have a right to know for your own use in the way which may seem most proper to yourself.

I have to say also that the Government at Washington must have received my telegram, copy of which goes enclosed, on or before the 15th instant. I have advice from our consul at Queenstown that it arrived in time to be put aboard the *Asia* the same day, and that he had ordered it to be telegraphed on from Halifax by the consul at that port. It is very probable, therefore, that you may see your squadron promptly reenforced by ships sent out from America.

Pray do me the favor to return the press copies of documents which accompany this, after perusal.

I am, sir, with great respect, your obedient servant,

HORATIO J. PERRY,
U. S. Chargé d'Affaires.

Commodore THOS. T. CRAVEN,
Aboard Flagship Niagara, Coruña.

B.

U. S. S. NIAGARA,
Coruña, February 28, 1865.

DEAR SIR: I had the honor yesterday of receiving your dispatch of the 23d instant, with its accompanying copies of your several dispatches to our Secretary of State at Washington and to our chargé d'affaires at Paris, giving full and very interesting information of what has been done in the matter of the pirate ram *Stonewall.*

You ask my opinion as to her capability of going to sea in her present condition. I can only answer this by stating that from the information I received on my arrival here, and from what I have been able to see of that vessel and learn from our agent and the authorities at Ferrol—provided the information received can be relied on—she is not at this [time] in a seaworthy condition. The leak has been but imperfectly stopped, and might at any time break out and become as inconvenient as ever. Notwithstanding the pledges given you by the Spanish minister that strict orders had been issued to the commandant at Ferrol not to allow any repairs, except such as were indispensable for the security of the crew of the *Stonewall* at sea, to be put upon her; notwithstanding the assurances of the naval commandant at Ferrol that those orders had been strictly obeyed, and notwithstanding I place implicit confidence in the honesty of purpose of these assurances, I can not help feeling that in spite of their care and watchfulness to prevent it the

pirates have had the opportunity and have clandestinely improved their time, and have done much more than they have proposed to do, not only toward the repairs, but to the fitting out of their vessel in the bay of Ferrol. Besides other occupations, they were busily engaged for one or two days after my arrival at that port in filling up their shells and otherwise preparing their battery for work.

The *Stonewall* is a very formidable vessel, about 175 feet long, brig-rigged, and completely clothed in iron plates of 5 inches in thickness. Under her topgallant forecastle is her casemated Armstrong 300-pounder rifled gun. In a turret abaft her mainmast are two 120-pounder rifled guns, and she has two smaller guns mounted in broadside.

If as fast as reputed to be, in smooth water she ought to be more than a match for three such ships as the *Niagara*. Should we be so fortunate, however, as to catch her out in rough weather, we might possibly be able to put an end to her career. Our main chance now depends upon the possibility of detaining her where she is until the Government sees fit to send out the proper reenforcements. In the meantime, and in any event, I shall strive to do my duty.

As the Spanish authorities have acknowledged their inability to prevent the egress of the *Stonewall* from Ferrol, why have I not the right "in self-defense" to seize upon the opportunity to run her down in that harbor? I feel sorely tempted to try it, and were she in a French port, with the same good reason holding, I should not long hesitate to hazard the die.

In order that you may understand fully the part that I have taken in this matter, I enclose herewith a copy of part of a letter which I addressed to Mr. Bigelow on the 20th instant, and which he has just acknowledged the receipt of by telegram on the 26th. I wished to send you the entire copy of that dispatch, but it has not been copied in my letter book, and I can not now lay my hand on the missing finishing clause, which, however, was merely introducing a gentleman who kindly volunteered to bear my dispatches to Paris, and is of no importance.

Thanking you, sir, for your very kind consideration in loaning me those press copies of your correspondence (which are herewith returned), and with heartfelt thanks for the bold stand you have taken, and my warmest congratulations upon the very able and felicitous manner in which you have handled this case of the *Stonewall*, I am, with great respect, your obedient servant.

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. HORATIO J. PERRY,
American Chargé d'Affaires, etc., Madrid.

C.

PARIS, *February 8, 1865.*

DEAR SIR: I was gratified to learn by your telegrams of Monday and to-day that the *Stonewall* can be detained a few days. That will suffice for the frigate *Niagara*, Captain Craven, which I presume left Dover on Monday, to reach Ferrol.

The French Government declines to meddle with the *Stonewall* in Spain. Their theory—to which they naturally adhere as long as possible—is that she was a Danish vessel till she went into Confederate hands, and that it is for Denmark and not for France to intercede with Spain for her detention.

As no assistance is to be expected from this quarter, you will need no suggestion from anyone to use every proper influence with the Spanish Government to detain the *Stonewall* at least until you hear from our Government.

I do not know the relative strength of the two vessels, but the result of a contest between the *Stonewall* and the *Niagara* might be sufficiently uncertain to make it bad policy to risk one unnecessarily. Upon that point, however, Captain Craven is a competent authority. The *Stonewall* carries one 300-pounder and two 120-pounders, I am told, in addition to any guns she may have received from the *Duke of Richmond* [*City of Richmond*] the other day.

I remain, dear sir, your very obedient servant,

JOHN BIGELOW.

Hon. HORATIO J. PERRY,
Legation of the United States.

D.

LEGATION OF THE UNITED STATES,
Madrid, February 8, 1865.

SIR: The Confederate steamer *Stonewall*, now at Ferrol, is the same ship mentioned in your letter of the 5th instant, under the names of *Staerkodder* and *Olinde.*

Her crew is reported by our consular agent at Coruña to be in great part the old crew of the pirate *Florida.*

This, then, is an armed expedition begun and completed in the waters of France to make war upon the United States.

I can see nothing in point of international law to distinguish this from the expedition organized, armed, and equipped in the Canadian territory of England to carry on hostile operations at St. Albans.

The *Alabama* and her sister ships escaped from the waters of England unarmed and in the guise of peaceful vessels, and were armed subsequently out of English jurisdiction; but aside from the fact that a steamer ram can not be reduced to the condition of an unarmed ship, since the hull itself is the arm both for offense and defense, in this case the Confederates seem to have made the mistake of putting the crew and officers, the cannon, coal, and ammunition, aboard the *Stonewall* within the jurisdiction of France, where she was also built.

They have thus involved the responsibility of the Imperial Government in a way which can not but prove prejudicial to themselves.

They start for the first time out of the jurisdictional waters of France fully organized, armed, and fitted to make war upon the United States.

The complete good faith and the executive efficiency with which the Emperor's Government has caused the decree of neutrality to be obeyed up to this time, as in the case of the *Rappahannock* and in that of this very steamer until the rebels found means to deceive the Imperial Government and mock its authority, makes me confident that when you represent these facts to Mr. Drouyn de Lhuys with your accustomed ability you will find it easy to obtain from that clear-headed statesman some efficient action designed to stop the career of this formidable ship before she has an opportunity to come into hostile contact with the forces or the ships of the United States.

I do not really see how the responsibility of the French Government can be disengaged unless some adequate effort of this kind is made and made promptly.

Fortunately the ram has entered the arsenal at Ferrol in a partially disabled state, and our consular agent reports that she can not keep the seas till she is repaired.

I have obtained from the Spanish Government positive orders that these repairs shall not be made. She is closely watched, and only allowed to purchase provisions, etc., enough to maintain her crew from day to day.

I have claimed also that she should not be allowed to go out of the port at all, but I am informed confidentially that if the ram chooses to go there is not power enough in the batteries and vessels in the port to stop her.

She is detained, however, provisionally, so far as orders to that effect can detain her.

I have the second-class screw sloop *Sacramento*, also out of repairs, coming round as fast as possible from Cadiz, and ought to be on the ground by to-morrow.

Will not France consider herself called upon to arrest this armed expedition, even by force on the high seas, for having violated her orders and armed, organized, and equipped in her waters and started thence against the United States, with which Government France is at peace?

Is it not due to her own dignity and to the vindication of her own violated sovereignty that she should do all she reasonably can to arrest this armed expedition and bring it back to her ports and reduce it to a condition of quiet and harmlessness?

I make these suggestions, sir, not as forestalling the decisions of your own better judgment, but simply to present to you the whole case as it appears to me in the light of the facts reported to this legation, and that you may understand the grounds and course of my own action here.

I am, sir, very respectfully, your obedient servant,

HORATIO J. PERRY,
Chargé d'Affaires.

Hon. JOHN BIGELOW,
U. S. Chargé d'Affaires, Paris.

E.

LEGATION OF THE UNITED STATES,
Paris, February 13, 1865.

DEAR SIR: Immediately upon learning by telegram from our chargé d'affaires at Madrid that a Confederate steamer called the *Stonewall* had sought shelter at Ferrol, I knew from his description that she was the ram built by Arman originally for the Confederates and recently equipped in the bay of Quiberon for the Confederate service. I went the same day (Sunday week) both to the minister of marine and the minister of foreign affairs, satisfied them of her identity, and begged them to ask the Spanish Government, through their representative at Madrid, to detain her at least until the suspicious circumstances attending her arrival at and departure from the bay of Quiberon were investigated.

They took a few days to consider the subject, and finally declined on the ground that she was a Danish vessel; that she entered their waters flying a Danish flag and manned by a Danish crew, and received h

crew from a British steamer in an open roadstead, and not under the observation of any fort, etc. They said I should invoke the intervention of the Danish Government, who were responsible alone for the destination of the *Stonewall*.

But for the fear of compromising themselves by appearing to have any interest in pursuing the *Stonewall*, I think they would have yielded to my solicitation, although I am not sure even of that.

The minister of marine tells me she is a poor vessel. I think, however, she is heavily armed—one 300-pounder and two 120-pounders at least. I hope to hear every hour that the *Sacramento* has joined you. I can learn nothing of the *Iroquois* except from a dispatch shown me by the minister of marine, which stated that she was in Quiberon Bay only a few days before the *Stonewall* arrived there.

Mr. Perry encourages me to hope that the *Stonewall* can not sail without repairs, and that the Spanish Government will not allow her any facility for making them. Between him and you I hope you will succeed in detaining her a few days longer.

On Thursday I shall make a new effort to shake the determination of Mr. Drouyn de Lhuys and induce him to intercede with Spain, though that is a forlorn hope without some louder thunder for his ears than I can invoke at present.

I would be glad to know your situation and prospects in detail as soon as possible. I wish you would please show this letter, if you see no objection, to the consular agent at Coruña or Ferrol, and say to him that I would be glad to hear from him also by letter or telegram, as occasion may arise.

I am, dear sir, very truly, yours,

JOHN BIGELOW.

Captain CRAVEN,
U. S. Frigate Niagara.

F.

U. S. S. NIAGARA,
Ferrol, Spain, February 20, 1865.

DEAR SIR: Your letter of the 13th instant I have just received. As I have already informed you by telegrams, I arrived at Coruña on the morning of the 11th instant, and there learned that the rebel ram *Stonewall*, Captain Thomas J. Page, had put into that port on or about the 2d instant in a leaky condition, and after remaining there three days went to Ferrol for repairs, and that she would be ready for sea on or about the 14th instant. On the evening of the 15th I came here, and was informed on the following morning by the military and civil governors of the place that the *Stonewall* had been reported as being ready for sea, but her commander had not appointed a day for sailing. On the morning of the 17th our consular agent came on board and in great glee informed me that the governor had just called upon him and said that Captain Page had asked if there would be any objection on the part of the Spanish Government to his absenting himself from his vessel for a few days for the purpose of visiting Paris; that his vessel still leaked badly and he wished to confer with the Confederate commissioners in relation to selling the *Stonewall* or compelling the contractors to take her back, as she did not come up to contract and was not seaworthy. On Friday evening, the 17th, Page took passage

in a Spanish war steamer for Coruña, en route for Madrid and Paris. On the evening of the 18th our consular agent [at] Coruña come on board and informed me that Page had given out to the people at Coruña that his repairs were all completed, and that he was going to Paris for the purpose of purchasing another vessel.

When I arrived at this port there was lying lashed to the port side of the *Stonewall* a Spanish Government hulk, in which were deposited her stores, ammunition, etc., and for the first two days after our arrival I noticed that their deck pumps were frequently used, but for the last two or three days these symptoms of leakage have disappeared. The Spanish corvette (hulk) was hauled off from her side on yesterday morning, and to-day she is taking in coal and appears otherwise ready to sail at any moment.

I am inclined to suspect all reports relative to the continuance of the leakage as being humbug, or, in other words, that she is "playing 'possum."

She is a very formidable vessel, being completely cased with 5-inch plates of iron. Under her topgallant forecastle is her casemated 300-pounder Armstrong gun; on her quarter deck, in a turret, are two other rifled guns, 100 or 120-pounders. Besides these, she has two other smaller guns in broadside.

If she is [as] fast as reputed to be, in a smooth sea she would be more than a match for three such ships as the *Niagara*. In a rough sea we might be able to worry her considerably. So, sir, you will readily perceive I am placed in a most unenviable predicament, and that our only chance for cutting short her career rests upon the possibility of detaining her at this port until such time as our Government sees fit to send out the necessary reenforcements.

In regard to the refusal of the French Government to intervene in this matter on the ground that the ram was a Danish vessel, etc., it appears to me that the plea is a forced one. The vessel never was owned by the Danish Government, and Mr. Arman had never completed the sale of her to any other party; and so far as the fitting of her out and supplying her with arms, ammunition, and a crew, it was done in French waters, in a French port or roadstead, just as much in violation of neutral rights as if it had been done in the harbor of Cherbourg or of Brest.

If she had been run down or captured by one of our vessels at the Isle de Houat the French would not be long in discovering that we had committed a gross outrage against their flag.

As for the report of the *Iroquois* having been seen in Quiberon Bay, I am inclined to believe it false, and grew out of the fact that another one of those vessels which had been built at Nantes for the rebels and was afterwards sent to Denmark was about Belle Île at that time, and sailed thence under the Confederate flag.

Mr. John Palmer, engineer in chief of the Spanish navy, has kindly volunteered to bear this dispatch to you. He is an American, and his whole heart is wrapped up in our cause, and it is with great pleasure that I recommend him to your kind consideration. Whatever information he may give you of the *Stonewall* and this ship you may rely on.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. JOHN BIGELOW,
Chargé d'Affaires of the United States, Paris.

Use all practicable dispatch in reaching your station, and do not deviate from the most direct route, except for the purpose of pursuing piratical vessels should you hear of any within your reach.

Avoid entering any port of Brazil. The Navy Department has coal stored at Martinique and Loanda, and it is desirable that you should touch at those places to replenish your supply.

I transmit to you by mail a package of the general orders and circulars of the Department, uniform regulations, Articles for the Government of the Navy, and Harwood's Summary Courts-Martial. Your particular attention is called to the circular letter* of the Department dated August 18, 1862, issued for the guidance of cruisers of the U. S. Navy upon the matters to which it refers; also to the Queen's neutrality proclamation, a copy of which will be found with the other papers mentioned. Be careful at all times, while exercising the rights pertaining to a cruiser of the United States in time of war, not to disregard the rights of others, and scrupulously avoid violating the laws of nations or infringing upon the territory and waters of neutral nations.

Communicate with the Department in the course of your voyage as opportunity may offer, and keep it advised of your movements and proceedings after reaching your station.

Do not fail, before sailing from Boston, to forward to the Department a complete muster roll of the *Wachusett* and a correct list of her officers.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander ROBERT TOWNSEND,
Commanding U. S. S. Wachusett, Boston.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Point de Galle, Ceylon.

U. S. S. IROQUOIS,
Point de Galle, Ceylon, February 18, 1865.

SIR: I have the honor to report that this ship arrived at Point de Galle yesterday afternoon.

We sailed from the Cape of Good Hope on the 12th of January, and from Mauritius on the 31st, having remained in the former place somewhat less than three days and in the latter just forty-eight hours. At both places we coaled and repaired our boilers.

On our passage from the cape to Mauritius we were compelled to haul our fires at sea to repair our boilers, as we were also on our passage from Mauritius to Point de Galle. On the latter occasion the water was running into six of our thirteen furnaces, two of which were wholly disabled, one nearly disabled, and three others gradually becoming so by the accumulation of salt in the fire surfaces.

I endeavored to go directly from Mauritius to the Strait of Sunda, but the trade wind being to the northward of east, and finding no northwest monsoon near the equator, where I had expected to find it at this season, I was compelled to come to this place for coal and to repair our engines, which could no longer be run safely. The chief engineer hopes to have the engines in condition by the 21st to make

* See Vol. I, p. 417.

the run to Batavia, but reports to me that both engines and boilers will require at least a fortnight's hard work upon them when we reach that port.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, giving information of the presence of the C. S. S. Shenandoah at Melbourne, Australia.

U. S. S. IROQUOIS,
Point de Galle, Ceylon, February 18, 1865.

SIR: Upon my arrival here I learned, through the Australian newspapers and from an English mail steamer recently from Australia, that the rebel steamer *Shenandoah* arrived at Melbourne on the 25th of January and remained at that port when the steamer touched there for the mails on the 26th.

A very intelligent quartermaster from this mail steamer came on board to see me to-day. He has been a petty officer in our Navy, and seemed attached to it. He informs me that he was on the pier at Melbourne when the captain of the *Shenandoah* landed, and that he entered into conversation with the gig's crew, who told him that the *Shenandoah* had gone to Melbourne to remove her spar-deck cabin and houses, to alter ports, and to fit the ship for mounting four more 8-inch guns, which she had in her hold, and that they hoped to enlist 100 more men. My informant also stated that there were plenty of men to be had in Australia.

I should sail for Melbourne immediately if I could hope to reach that place in time to overtake the *Shenandoah*; but as it is nearly 5,000 miles distant, with no coaling station this side of Australia, and as the direct route is in the teeth of the southeast trades, I could not expect to arrive until she had sought some new field of pillage and destruction.

I shall therefore hasten through the Strait of Malacca to Batavia and the Strait of Sunda, and shall thence strike in the direction where I can best carry out the instructions of the Department and intercept the *Shenandoah*, being influenced by the latest information I shall receive.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of the commandant navy yard, Boston, of the departure of U. S. S. Connecticut for the West Indies.

COMMANDANT'S OFFICE, NAVY YARD,
Boston, February 21, 1865.

SIR: I have the honor to state that the U. S. S. *Connecticut* sailed from off this yard this day at 1 o'clock p. m. on a cruise to the West Indies, etc.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Almy, U. S. Navy, commanding U. S. S. Juniata, to proceed to the coast of Brazil.

NAVY DEPARTMENT, *February 23, 1865.*

SIR: Fill up the *Juniata* with stores and proceed with her, with all practicable dispatch, to the coast of Brazil, which is to be her station until further orders.

Your cruising grounds will embrace the whole coast of Brazil, Fernando de Noronha, and other islands adjacent thereto, and will extend as far south as Buenos Ayres. It is not desired that you should go beyond these limits unless in pursuit of piratical vessels that may be in reach, or for some extraordinary emergency.

Your object will be the protection of the interests of American citizens and of your country generally within the limits of your cruising grounds, and especially the guarding of American merchant vessels against depredations of piratical or rebel cruisers.

Be careful at all times, while maintaining the rights of your own country, to scrupulously regard the rights of other countries and guard against violating international law or infringing upon the territorial jurisdiction of any power.

The recent affair at Bahia between one of our cruisers and the rebel steamer *Florida* renders it important that you should exert yourself, without compromising the dignity of the flag under which you are serving, to cultivate the friendship of Brazil and eradicate any unpleasant recollection which the people of that country may have in connection with that circumstance.

While the authority of any of our representatives abroad to order a vessel of war is not admitted, and seldom ventured, due respect to such high functionaries and the official position they occupy requires that the commanders of such vessels should listen to their suggestions and cooperate with them in all proper measures tending to the welfare and advancement of our country.

I transmit to you by mail copies of general orders and circulars issued by the Department, and call your particular attention to the circular letter of August 18, 1862, for the guidance of the commanders of United States cruisers in certain matters.

Keep the Department advised of your movements and proceedings.

Mails for the *Juniata* will be sent to Bahia unless on reaching your station you should find it better for them to be sent to some other port and so advise the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN J. ALMY,
Commanding U. S. S. Juniata, Port Royal, S. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, regarding movements of Confederate vessels.

U. S. S. CONNECTICUT,
Bermuda, February 25, 1865.

SIR: I have the honor to report that I arrived at this place yesterday, three days from Boston.

This morning I called on the lieutenant-governor and saluted the English flag, which was returned from the fort.

I sent a boat with an officer to call on the U. S. consul and invite him on board, but he had gone to Hamilton, at the south end of the island. I am afraid I shall not see him before the hour of sailing.

There are six blockade runners lying at St. George. The opinion here given by the consul's agent is that the greater number of these vessels, since the fall of Charleston and Fort Fisher, are about making Havana a rendezvous for operations on the coast of Texas. There is also a rumor that an ironclad with two turrets, called the *Stonewall* (last heard from at Madeira), is expected soon at the port, where she will be met by the *Shenandoah* with the intention of making a raid on the coast.

I shall proceed to sea this afternoon, within twenty-four hours after my arrival, for the leeward of the West India Islands.

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding affairs on his station.

U. S. FLAGSHIP LANCASTER,
Bay of Callao, February 27, 1865.

SIR: I have the honor to report that the state of political affairs in Peru is now tranquilized to such a degree that I shall, on the arrival of the next mail, leave for Panama, in order to avail myself of its central position to look after the pirates said to be endeavoring to fit out cruisers in Central America. I have received through the consuls at Panama and Callao copies of communications from the honorable Secretary of State and Colonel William H. Allen, late of the First and One hundred and forty-fifth regiments of New York Volunteers, relative to the project of said pirates, and have issued such orders to the commanders of the steamers of the squadron as will render them vigilant to the extent of their power in protecting our commerce. I hope to learn by the next mail that it has been the pleasure of the Department to order a number of fast gunboats to this station, as they are much needed here, in order that our citizens and their property may not be constantly endangered. It appears that attempts have been made near Panama to construct one or more torpedoes for the purpose of blowing up the *St. Mary's* or any other United States vessel in the harbor of Panama, but that Captain Middleton had taken such measures as would probably prevent any attempt upon the *St. Mary's*, at least.

I have a communication from our minister at Costa Rica, informing me that serious difficulties might arise in Central America in consequence of the admittance to Costa Rica of ex-President Barrios, and therefore (should I learn of troubles there) he desires me to send a vessel of war there to look out for the interests of our citizens. I of course gave this and all other requests for protection along the coast of the Pacific all the attention in my power. As the *Saginaw* was unable to proceed on her cruise without repairs upon her boilers, etc., which would detain her at the navy yard several weeks, I have ordered the *Wateree* to proceed from San Francisco to Acapulco and the ports of

No letter of credit has been sent out or given to the paymaster (Mr. G. W. Morton) to enable him to draw funds. I would respectfully request that a letter of credit be sent out in the U. S. supply steamer *Massachusetts*, which sails from Philadelphia on the 11th instant. The *Juniata* can not get away from Port Royal before the *Massachusetts* reaches that place.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy in response to resolutions presented by the legislature of Maine regarding protection to that coast.

NAVY DEPARTMENT, *March 10, 1865.*

GENTLEMEN: I have the honor to acknowledge the receipt of your communication of the 6th instant, which was left at my house last evening. As stated in our interview on Monday last, the Department has constantly in view the protection of the coast from piratical or hostile cruisers. Should any such craft approach our shores, the telegraph will enable the Department to communicate at once with our naval stations, where there will always be one or more vessels, and we can thus more promptly afford protection than by patrolling the coast.

The possession of Wilmington, Charleston, and other places, which have required a large blockading force, relieves many vessels, although the extensive line of coast to be guarded makes a constant and heavy demand on the Department.

The ceaseless repairs required upon vessels from long and active service takes many of them off duty for months, so that we have as yet work for our efficient vessels.

The resolutions of the legislature of Maine, which you have presented, will receive respectful consideration. The condition of the harbors and coast, with the immense amount of tonnage owned and building in that State, receives always the watchful attention of the Government.

It is a gratification to learn—as I do from your communication—that the shipping interest of Maine, hitherto so much depressed by the rebellion, is now recovering.

Naval vessels, when they can be spared from other service, and especially from the exacting duties of the blockade, which must continue to be paramount, will be detailed to visit exposed positions, and should any hostile craft of any description appear off your coast, a force will be immediately ordered to the vicinity. I trust that, as the rebels are without a port from which they can make egress or hold communication abroad, we may indulge the hope of little further annoyance from the depredations of rebel cruisers. We have, I trust, also so far vindicated and established the national integrity and power that foreign nations will be disinclined to longer furnish indirect aid to rebels in arms, and perhaps they may be willing to act justly toward us.

With high regard, I have the honor to be, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

JOHN A. POOR,
WM. MCGILVERY,
F. J. SOUTHARD,
Commissioners of Maine, Washington, D. C.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, of the arrival of that vessel at Pointe à Pitre, Guadaloupe, from New York.

U. S. S. SUWANEE,
Pointe à Pitre, Guadaloupe, March 11, 1865.

SIR: I have the honor to report to you the arrival of this vessel at Pointe à Pitre on the 4th instant, in ten days from New York. I am engaged in coaling ship and in making some slight repairs. I shall go to sea on Monday, the 13th instant, and probably touch next at Bahia, Brazil. There I will make diligent enquiry for information in regard to the movements of rebel cruisers, and will omit no effort to give protection to our merchant ships. In crossing the Gulf Stream we had heavy weather, but the ship behaved very well.

I am, sir, very respectfully, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Juniata, transmitting report of the executive officer of the drowning of twelve members of the crew of that vessel.

U. S. S. JUNIATA,
Port Royal, March 12, 1865.

SIR: I hereby report that on the 11th instant I rejoined this steamer, after an absence of sixteen days in attendance as a member of a court-martial, by your order, in Charleston Harbor.

Lieutenant-Commander F. V. McNair, executive officer of the *Juniata*, who was in temporary command of the vessel in my absence, makes a report, which is herewith enclosed, of a sad accident which occurred on the 6th instant. It was the upsetting of one of the boats on the bar at the entrance of Georgetown Harbor, South Carolina, by which melancholy catastrophe Acting Master Charles H. Hamilton, Acting Master's Mate Arthur F. Taffe, and ten men of the boat's crew were drowned. The names of the men are as follows: William Ryan, coxswain; John Thomas, seaman; James Ward, seaman; Moses A. Wilson, seaman; William R. Hubbard, ordinary seaman; Charles Kelly, ordinary seaman; William Miller, ordinary seaman; William L. Coles, ordinary seaman; John Broadhead, landsman, and John McCann, landsman.

A descriptive list in full of these unfortunate men is herewith transmitted, to be forwarded to the Bureau of Equipment and Recruiting.

One man, Joseph Stansbury, landsman, was saved, he having succeeded in swimming and floating ashore on a boat's mast. From him several of the particulars of the accident have been obtained.

At the time mentioned the *Juniata*, by your order, went up to get the marines belonging to the vessel who had been landed there to assist in capturing and garrisoning Georgetown.

No steam tug came to the *Juniata*, which made it necessary to send in a boat to communicate. The wind was to the eastward, which produced a swell and surf on the bar. Commander Stanly, of the *State of Georgia*, in one of the boats of that vessel, went in over the bar safely a few hours previously.

Mr. Hamilton volunteered to go in over the bar in this boat, saying to Lieutenant-Commander McNair that he had been in there before and knew the way very well.

From where the *Juniata* was anchored to the bar the wind was fair, and the boat left the vessel under sail. Instead of taking in the sail upon approaching the bar, which should have been done, the sail was kept up. From what Stansbury says, after getting into the surf, instead of keeping her on through it, stem to, Mr. Hamilton attempted to turn the boat around and go back. It was too late for that. As soon as she got broadside to the surf she filled and turned over. From this it would seem that there was bad management, which resulted in the untimely fate of these fine fellows.

Mr. Hamilton was a correct, steady person, and conscientious in the performance of his duties. Mr. Taffe was a steady, well-behaved young man. Their effects have been taken in charge, and will be sent to their families. Those ten men were very good types of their class.

It certainly is a most deplorable accident, but one to which all those are subject who follow a seafaring life. Every officer and man on board of the *Juniata* deeply feels this, and all hearts are touched by it.

These particulars are communicated in full for the information of the Navy Department, as well as for yourself, as the Department may be called upon for information by the enquiring and anxious friends of the deceased, who deserve and justly claim our sympathies.

Only one body, William L. Coles, ordinary seaman, was washed up, found, and buried. As the tide was ebb at the time, it may be supposed that the others were washed out to sea.

I was on other duty at the time, distant 50 miles from my vessel. Whether matters would have been conducted differently had I been there it is impossible to say.

Lieutenant-Commander McNair is a most excellent officer, possessing good judgment, and has had more than usual experience for one of his grade in the practical duties of his profession.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

[Endorsement.]

It is very extraordinary that this was not enquired into by a court. Not even the report of the commanding officer of the *Juniata* at the time (Lieutenant-Commander McNair) is given. What ballast did the boat have that no one could be saved by clinging to it?

F[ox].

[Enclosure.]

U. S. S. JUNIATA,
Port Royal, S. C., March 10, 1865.

SIR: It becomes my painful duty to report the death by drowning, while crossing the bar off Georgetown light-house, at the mouth of the Winyah River [Bay], by the capsizing of the first cutter of this ship, of the following-named officers and men:

Acting Master Charles H. Hamilton; Acting Master's Mate Arthur F. Taffe; William Ryan, coxswain; John Thomas, seaman; Moses A. Wilson, seaman; James H. Ward, seaman; William R. Hubbard, ordi-

nary seaman; Charles Kelly, ordinary seaman; William Miller, ordinary seaman; William L. Coles, ordinary seaman; John McCann, landsman; John Broadhead, landsman.

The circumstances attending this sad disaster are obtained from the account of Joseph Stansbury, landsman, the only survivor.

This ship arrived off Georgetown Light-House Point on the morning of the 6th instant, and having failed to communicate with Captain Stellwagen by means of the tug, I determined to dispatch the first cutter of this ship. Acting Master Charles H. Hamilton requested permission to go in charge, representing that he had been at Georgetown before and was well acquainted with the place.

About 4 o'clock p. m. the boat left the ship and headed for the south point of North Island. About 5 p. m. the boat was under foresail, together with the men pulling the oars. The first and worst line of breakers was passed, when everybody seemed to get frightened, and, I understand, an attempt was made to turn the boat around. The coxswain and crew became paralyzed and dropped both tiller and oars. As she broached, broadside to, Mr. Hamilton gave the order to give way the port oars; but it was then too late. The boat filled and capsized. When last seen Mr. Hamilton had two oars and one of the boat's cushions under him; some of the men were clinging to the boat. Joseph Stansbury, landsman, the survivor, escaped to the beach by the aid of one of the boat's masts. On the morning of the 7th the body of William Coles, ordinary seaman, was washed on shore and buried. Nothing having been heard of the remainder of the party, I infer they have all been lost. The *State of Georgia's* boat came out and passed our boat. The officer in charge states that he saw our boat pass through the first line of breakers, but not anticipating any disaster, paid no further attention to her.

On the 8th instant the boat, cushions, oars, masts, and color staff washed on shore and were secured.

Very respectfully, your obedient servant,

F. V. McNAIR,
Lieutenant-Commander, U. S. Navy.

Commander J. J. ALMY,
Commanding U. S. S. Juniata.

Letter from the Secretary of the Navy to Hon. John A. Poor, chairman of the commissioners of Maine, regarding Government protection to that coast.

NAVY DEPARTMENT, *March 13, 1865.*

SIR: I have the honor to acknowledge the receipt of your communication of Saturday last. The rebels have now no port from which to send out cruisers, but the necessity for a vigilant blockade still exists. These causes diminish the danger of depredation, yet the Department will be unremitting in its efforts to protect every interest and our whole coast by such vessels and means as are at its disposal and as the exigencies of the service will permit.

Very respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Hon. JOHN A. POOR,
Chairman, etc., Willard's Hotel, Washington, D. C.

Order of the Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, regarding further pursuit by that vessel of the C. S. S. Shenandoah.

NAVY DEPARTMENT, *March 13, 1865.*

SIR: The Department has received your Nos. 1, 2, and 3, dated the 5th and 9th of January last, relative to your movements and intention to continue from the Cape of Good Hope on to Batavia.

If it shall turn out that the *Shenandoah* did not pass the cape and is not to the eastward of it, you will return to the United States. If she is anywhere east of it, and the condition of your machinery is such as to give but little hope of your being able to overtake her, you need not proceed in pursuit of her, but return home.

The *Wachusett* sailed from Boston on the 5th instant for the East Indies, and the *Wyoming* will follow her in the course of a month.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Batavia, East Indies.

Letter from the president of the Pacific Mail Steamship Company to the Secretary of the Navy, regarding the protection of American interests at Acapulco, Mexico.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, March 15, 1865.

SIR: Captain S. Ledyard Phelps, this company's agent at Acapulco, Mexico, informs the undersigned, under dates of the 10th and 20th ultimo, that there was not any United States vessel of war in or near that port. In view of the recent change of authorities there, the threatened early reoccupation by the French, and the forced loans by both French and Mexican authorities, I respectfully ask your attention to the unprotected state of American citizens and commerce at that port, involving also the safety of the mails and treasure carried by the steamers of this company, and I beg, therefore, to enquire whether the Department has taken measures to station a man-of-war there, or if such can be done at an early day consistently with the national interests.

I am, sir, your obedient servant,

ALLAN MCLANE.

Hon. GIDEON WELLES.
Secretary of the Navy, Washington.

[Telegram.]

HALIFAX, NOVA SCOTIA, *March 16, 1865.*
(Received at Washington 6:15 p. m.)

Minister at Madrid, through consul at Queenstown, telegraphs as follows:

MADRID, *Sunday Morning, March 5,* [*1865.*]

The *Stonewall* remains in the same condition. Captain Page expected back. The *Niagara* and *Sacramento* vigilant, but insufficient.

M. M. JACKSON,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary of State.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Wachusett, of the cruise of that vessel from Boston to Fort de France, Martinique.

U. S. S. WACHUSETT,
Fort de France (formerly Fort Royal),
Martinique, March 17, 1865.

SIR: I have the honor to inform the Department that the *Wachusett* arrived at this port yesterday, after a passage of ten and a half days from Boston. Officers who were on board during her last cruise tell me that she sails at least one-third better than she did before her bilge keels were removed. I think it very probable, as with the fresh trade on the quarter, under only the foresail, maintopsail, jib, spanker, and fore and main trysails, she made 9½ knots quite easily without the aid of her engines. Her steaming qualities seem to have been improved in a like degree; but, because of the poor coal we received in Boston, it was impossible to get up more than fifty-three revolutions of the screw, giving a speed of about 9 knots against a light breeze dead ahead. Sixty or seventy revolutions must considerably increase that speed. She naturally rolls more than she did. In fact, I have never sailed on a craft that rolled so much, and with so little provocation. But her increased speed more than compensates for this undesirable faculty.

The head of the fore-topmast was found to be sprung just after our reaching the N. E. trade. On examination I found it to originate in an old defect—a kind of telescopic separation and sliding of the annual rings of the tree in the hounds of the mast. I am fitting and sending up the spare topmast.

Monsieur de Lapelin, capitaine de vaisseaux and governor of Martinique, has shown much courtesy and friendly feeling, extending freely the permission necessary to our continuance in port. I learn that his predecessor was an outspoken rebel sympathizer.

I beg leave to draw the attention of the Department to the courteous kindness, in word and deed, of Monsieur Dupré, agent of the French company of transatlantic steamers. A Monsieur Massilon, of St. Pierre, asked me $20 a ton for coal, urging the scarcity of the article, etc. Monsieur Dupré (whom I had requested our commercial agent at this port, Mr. Nollet, to consult in regard to the matter) very kindly offered to supply our wants, "not as an affair of money, but to accommodate a national vessel of the United States," at $12 per ton. I called to thank him for his courtesy. He was gratified, and expressed the desire to extend similar accommodations and such other services as it might be in his power to render to any American man-of-war that might require them. Mr. Given, our consul, came from St. Pierre to visit the ship, and both he and Mr. Nollet have shown every disposition to assist and oblige.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding condition of affairs in Peru.

U. S. FLAGSHIP LANCASTER,
Panama Bay, March 17, 1865.

SIR: I have the honor to report that I left Callao on the afternoon of the 7th instant and arrived here to-day.

Lima and Callao were then in a state [of] comparative tranquillity, although the Spanish squadron was still at Callao. On the evening of the 6th instant the mail steamer from the south brought the intelligence that the prefect of Arequipa had declared against the Government, and induced the small number of Peruvian soldiers there to aid him in securing for the revolutionists the city of Arequipa. A number of their officers, however (some twenty), refused to join in this rebellion and were permitted to embark for Callao, where they had arrived. Arequipa is the point where revolutions frequently commence, but as it is asserted that the Government has a large number of reliable troops at the south, it is to be hoped that the revolution will not spread to an alarming extent, especially as the great and beloved head of the revolutionary party, Castilla, is still a prisoner and upon a cruise in the Peruvian brig of war *Admiral Guise.*

I left at Callao the American steamer *Emily B. Souder*, which vessel had brought from New York for the Spanish squadron at Callao a quantity of stores, which, with the exception of some coal, which it was said the Spanish admiral would not receive, had been delivered.

The commander of this steamer had not produced to our consul the papers required by law, and therefore I informed the consul that, in my opinion, he was justified in retaining her until they were produced. I also represented verbally to our minister at Lima that I looked upon her as a suspicious vessel and just the steamer for converting into a piratical cruiser. She had presented no clearance or shipping articles such as the laws demand, and the copy presented of her shipping articles was without the required naming of any port to which the steamer was bound—only the Pacific. This alleged copy, moreover, was believed to be in different handwritings, and, instead of being upon a single paper, was upon two or three pieces pasted together, the lower piece containing the certificate of a custom-house officer. Most of her officers and crew had sworn or were about to swear before the U. S. consul that they signed an agreement to go from New York to Guayaquil, at which port they did not stop.

These persons, therefore, can not lawfully be held by our consul. I was informed that some five or six of her men, whose shipment for a port, etc., was attested by a justice of peace in New York, might be retained. This vessel is without charter party or instructions, and her captain, as I learn, expected to meet another steamer in these waters. Having written the letter to our consul a copy of which is herewith enclosed, and directed Commander Perry, of the storeship *Fredonia*, to assist the consul, at his request, in taking measures—such as unshipping parts of her machinery—to prevent her going to sea until her commander produced the requisite papers, I left Callao assured that this steamer at least could do no damage for the present.

It affords me great pleasure to state that I have been highly gratified with the intelligent and gentlemanly manner in which J. H. McColley, esq., U. S. consul at Callao, conducts the manifold duties of his office, his sole aim being to perform his duty faithfully to the Government and to the numberless American seamen who call upon him to

assist them in their grievances, whether imaginary or otherwise, and who are not always satisfied when he is obliged to inform them that our laws, or those of Peru, will not allow him to grant their requests.

I have given all the necessary orders to the steamers under my command relative to vigilance to be observed in looking after piratical cruisers, and shall be vigilant myself to the utmost of my power.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP LANCASTER,
Bay of Callao, March 7, 1865.

SIR: From everything I have heard and seen here I do not hesitate to say that I think the steamer *Emily B. Souder*, of Philadelphia, is a suspicious vessel, and that you would be justified in detaining her here until all papers required by law are furnished by her commander, especially as I learn from you that sixteen or twenty of her officers and crew have or will declare that they shipped in said steamer for a voyage to Guayaquil and one or two other ports, and then back to New York.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

J. H. MCCOLLEY, Esq.,
U. S. Consul, Callao, Peru.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting enclosures regarding plot for the capture of California steamers.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, March 17, 1865.

SIR: I have the honor to enclose herewith copy of a letter (marked A) from F. H. Morse, our consul at London, also copy of a letter* (marked B) from Colonel W. H. Allen, of New York, relative to an intended plot to capture our California mail steamers.

I assure the Department that I shall use all vigilance to frustrate this attempt and capture the persons engaged in it, if possible.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

A.

U. S. CONSULATE,
London, December 30, 1865.

SIR: I this morning learned from my agent, B., now in Paris, that a band of rebel conspirators are secretly organizing for the purpose of attempting to capture our California mail steamers in the Pacific. Their

* See p. 411.

present plan is to leave France in a steamer bound to the West Indies, and have spoken of one going from St. Nazaire to Havana, probably the one built by the rebels and sold by them to the Government of Peru because the rebels could not get her out. Should they be permitted to take passage on one of those St. Nazaire steamers, built by them and said to have been actually sold by them, although pretending to go as quiet, inoffensive passengers, it will create some doubt as to the reality of the sale and true destination of those steamers. Should they carry out their design so far as to go over and make the attempt, I can hardly think they will go in the way above stated, though if they can get passage on a foreign war ship it would tend to cover their design. I have given directions to learn all that could be got hold of about them and their movements—their names, numbers, description, how they go, plans, etc. I also learn that a messenger has been sent to Europe ordering all citizens of the insurgent States between 16 and 45 years of age to return immediately, or all property left in those States by them will be confiscated. I hear also that J. C. Braine is on his way to the Clyde to take charge of a rebel steamer of the same kind, probably a blockade runner. Since Mr. Consul Underwood made formal complaint against my doing anything on the Clyde I have not had an agent or correspondent there; consequently have no special means of knowing the extent of rebel operations there. I send you a slip cut from the Times of the 24th instant, which shows that preparations for blockade running are, as usual, going on there on a large scale. The *Bella*, nearly ready, is no doubt for the rebel service. She was built by the builders of the *Armstrong*, captured, and J. Wilkie has long been the (or a) rebel agent in Glasgow. The model also shows that she was designed for Southern harbors. The *Flamingo*, *Alice*, and *Fanny* are old and successful blockade runners, and are undergoing repairs for more efficient service in the rebel cause. The *Florence* is a new boat and a sister ship to the famous *Banshee*. She is 1,100 tons, and calculated for a very superior ship. You will notice that several other new steamers are building there for the rebel service. Whether any of them are intended for cruisers or not I have at present no means of knowing. Steamer *Hawk* has not yet arrived in London, nor has there been much to attract very marked attention done here during the current week. The double-screw steamer which left here last week, and referred to in my dispatch of last week as having no name on her, has been registered under the name of *Rattlesnake*. I send you her register, official. She is small for a privateer, and there is no authority to sell endorsed on her register. I think we may at present class her as a blockade runner. For particulars of rebel army stores sent from this port during the week, I beg leave to refer you to the paper herewith enclosed.

Your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding U. S. S. Suwanee.

NAVY DEPARTMENT, *March 17, 1865.*

SIR: Your several dispatches numbered from 1 to 10, inclusive, have been received. The new iron paddle-wheel steamer *Suwanee*, Commander Paul Shirley, started from New York on the 22d ultimo to join

the Pacific Squadron. Commander Shirley will look for orders from you at Valparaiso, or some other important port on the South American coast.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEO. F. PEARSON,
Commanding Pacific Squadron, Panama.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. Narragansett, of the cruise of that vessel and arrival at New York navy yard.

U. S. S. NARRAGANSETT, *March 18, 1865.*

SIR: I have the honor to report my arrival this day at noon, and anchored at the navy yard, Brooklyn, after a boisterous passage of seven and a half days from St. Thomas. No opportunity has presented of reporting to the Department since leaving Valparaiso, from which port I sailed on the 15th of December. Entered the Strait of Magellan on the 24th, and was detained in the strait seven days; entered the Atlantic January 1, and after a tedious passage of twenty-three days put into Rio de Janeiro. While in the Strait of Magellan obtained from the American steamer *Parkersburg* 25 tons of coal, to be paid for in New York on my arrival. Was detained in Rio de Janeiro seven days in coaling and making temporary repairs on boilers, and sailed from that port on the evening of February 1.

Until the 9th encountered violent gales from N. E. to N. W. While lying to in the morning shipped a heavy sea, starting the head and starting in the pivot port on the port side. From the 9th of February had light airs and calms, and having but coal sufficient to distill fresh water, was delayed until the 7th instant in reaching St. Thomas, where I was compelled to stop to procure a supply of provisions, our long passage having nearly exhausted our stock on board. I took on board at Panama a full supply for three months, which is all the *Narragansett* can stow, expecting to replenish my stores at Callao from storeship, but found nothing there but beef and pork; having an excess on board, took none, but purchased at Valparaiso 3,000 pounds of bread, as some of that received at Panama was badly damaged and was condemned and thrown overboard. I did not deem it necessary to purchase provisions at Rio, as we had over forty days' rations on board when we sailed, trusting to making the passage in less time. Everything at Rio in the shape of supply was very dear, and money very difficult to obtain on bill on the United States. I was not provided with any letters of credit or other authority to draw bills on foreign bankers, but was assured by the American minister that all other commanders of United States naval vessels visiting that port could only obtain money through bills on Baring Brothers, London. I was compelled to have recourse to the same expedient, after exhausting every effort to negotiate a bill on the Navy Department.

The term of enlistment of a number of my crew has expired, and many others have but a few months to serve and are anxious for their discharge.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, U. S. Navy, Commanding U. S. S. Narragansett.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. chargé d'affaires at Madrid, Spain, to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting information regarding the C. S. ram Stonewall.

MADRID, *March 18, 1865.*

DEAR SIR: I hasten to forward copy of a letter just received from our consulate at Liverpool. The information it contains may not be new to you except the latter part, which would seem to indicate |the necessity for| a good lookout for vessels under the Dutch flag. Of course the manner of fighting of the ram is indicated by her build and armament.

Mr. Seward, under date of February 27, informs me that Admiral Goldsborough is preparing for a cruise with a considerable fleet in European waters, but that many vessels of our Navy are now engaged repairing damages.

Nothing definite. No later news from Sherman.

Very respectfully, your obedient servant,

HORATIO J. PERRY.

Commodore CRAVEN,
Commanding Squadron near Coruña.

[Enclosure.]

U. S. CONSULATE,
Liverpool, March 14, 1865.

SIR: Your letter of the 9th to Mr. Dudley, received this morning, shall have attention.

Mr. Dudley is absent for a few days.

A person here who was formerly in one of the rebel privateers holds a commission and is waiting orders; has received a letter from a man on board the *Stonewall*, in which the writer gives some particulars of the vessel which it might be well to communicate to Commodore Craven.

He says she is brig-rigged, topgallant forecastle; has a ram (spur) projecting 40 feet; two turrets; forward turret has one rifled gun; shot, 11-inch shell, 50 pounds in cartridge, 10 pounds in shell; steel shell and shot and segment shot; has four engines, two screws; speed, 12 knots; plates of turrets, 5, 7, and 8 inch.

He says the *Niagara* and *Sacramento* are outside, but give us little concern, as we shall run right into one of them and send her to the bottom.

The man to whom this is addressed has told my informant that he expects to go to the *Stonewall* as gunner, and that men are still being engaged for her, and that a Dutch vessel is to take them to her.

Other information from the same source has turned out correct, which gives me reason to believe this to be so.

Your obedient servant,

HY. WILDING, *Vice-Consul.*

HORATIO J. PERRY, *Madrid.*

Letter from the U. S. consul at Liverpool to the U. S. minister to Portugal, regarding the shipment by brig Fairline of suspicious cargo from Liverpool.

U. S. CONSULATE,
Liverpool, March 19, 1865.

DEAR SIR: The English brig *Fairline*, now lying at this port, has *taken* 40 bales of clothing, blankets, supplies, etc., marked ⟨C⟩ and

numbered from 1 to 20; eight large guns, weighing 8½ tons each, with equipments or fixtures; a quantity of small arms and a large quantity of shot and shell suitable and no doubt intended for these guns, and enough coal to supply such a steamer as the *Alabama*. The shot and shell are computed to weigh 100 tons. The vessel is entered for Rio de Janeiro, but the men say she is to go to Lisbon. There can be no doubt but these guns and supplies are intended for some war steamer. There is everything to fit her out for a cruise. I fear they are intended for some piratical craft to destroy our commerce. His crew was shipped yesterday, but it is not probable that she will sail before Wednesday. It would be well to communicate this information at once to our consuls at the islands and tell them to keep a lookout for her and suspicious steamers.

Very respectfully, yours, etc.,

THOS. H. DUDLEY.

Hon. J. E. HARVEY.

N. B.—The schooner *Delgada* has taken ten large anchors and chains for steamer, as she says, now at Ferrol, in Spain.

Letter from the Secretary of the Navy to the president of the Pacific Mail Steamship Company, regarding the protection of American interests at Acapulco, Mexico.

NAVY DEPARTMENT, *March 20, 1865.*

SIR: I have received your communication* of the 15th instant, in regard to affairs at Acapulco, and enquiring whether the Department has taken measures to station a vessel of war there. The Department has not ordered a vessel of war to be stationed permanently at Acapulco, as the limited force in the Pacific and important interests at other points on the coast will not at present justify it. The attention of the commanding officer of the squadron was called to the statements and suggestions of Captain Phelps, which you communicated to the Department some weeks since, and he will no doubt allow Acapulco the benefits of the presence of a vessel of war as often and as long as he can consistently do so. In one of his latest dispatches, dated at Callao February 27, 1865, he says he has ordered the *Wateree* to proceed from San Francisco to Acapulco and the ports of Central America, and the *Saranac* to follow her as soon as she could safely leave the Gulf of California.

Very respectfully, etc.,

G. WELLES,
[*Secretary of the Navy.*]

ALLAN MCLANE, Esq.,
President Pacific Mail Steamship Company, New York.

[Telegram.]

FERROL, *March 21, 1865—5:36 p. m.*
(Received at Coruña 7:12 p. m.)

Stonewall came back on account of heavy sea. She is ready to meet you anywhere.

FERNANDEZ,
[*U. S. Consular Agent.*]

CONSUL OF THE UNITED STATES,
For Commodore Craven.

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*See p. 452.

Letter from the U. S. consul at Liverpool to the U. S. minister to Portugal, regarding shipment of supplies for the C. S. ram Stonewall.

TOWER BUILDING, SOUTH WATER STREET,
Liverpool, March 21, 1865.

SIR: I wrote you on Sunday last about the English schooner *Delgada* taking anchors and cable for two steamers at Ferrol. I learn this morning that the *Delgada* has proved to be too small, and that the schooner *Merton Castle* is to be substituted in her place. The captain of the former vessel told one of my men that a part of the anchors and cables, together with the stores, was for the rebel ironclad *Stonewall*, now at Ferrol, and that another vessel was to be there, to which the balance was to be transferred. I learn from other sources that this is true. She will sail, so far as I learn, on purpose to supply this vessel and some other rebel vessel which she is to meet. She is to take ten large anchors and 200 fathoms of large and heavy chain cables. I infer from what the captain says, as well as from the quantity of anchors and cable, that there is another ironclad somewhere afloat intended for the rebels. The English brig *Fairline*, in command of Captain Savage, also mentioned in my letter of Sunday last, cleared and sailed this morning for Lisbon. She has eight large guns, with fixtures, equipments, etc., each weighing 8½ tons (I think 100-pounders), and about fifty cases of clothing, small arms, and supplies; 100 tons of shot and shell intended for the guns, and a quantity of coal, all intended for some war vessel. The men who had the charge of shipping them told one of my men they were for the Spanish Government. If this is so, why do they clear her for Lisbon? From what I learn from outside sources I think they are intended for some piratical vessel built in Europe for the Confederates. I have but little doubt about it. Look out for her and inform our consuls at all seaport towns.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. JAMES E. HARVEY.

[Telegram.]

MADRID, *March 24, 1865—7:15.*
(Received at Coruña 9:55.)

Tell commodore, English brig *Fairline* sailed from Liverpool for Lisbon 21st instant with eight heavy guns and 100 tons shot and shell and fifty cases stores.

Schooner *Merton Castle*, same port, now loading ten heavy anchors and 200 fathoms large heavy chain cable for the *Stonewall* and for another vessel. It is probable another pirate is fitting out somewhere. Is not *Stonewall* now making effort to get away and go to point of rendezvous?

PERRY.

CONSULAR AGENT OF THE UNITED STATES, *Coruña.*

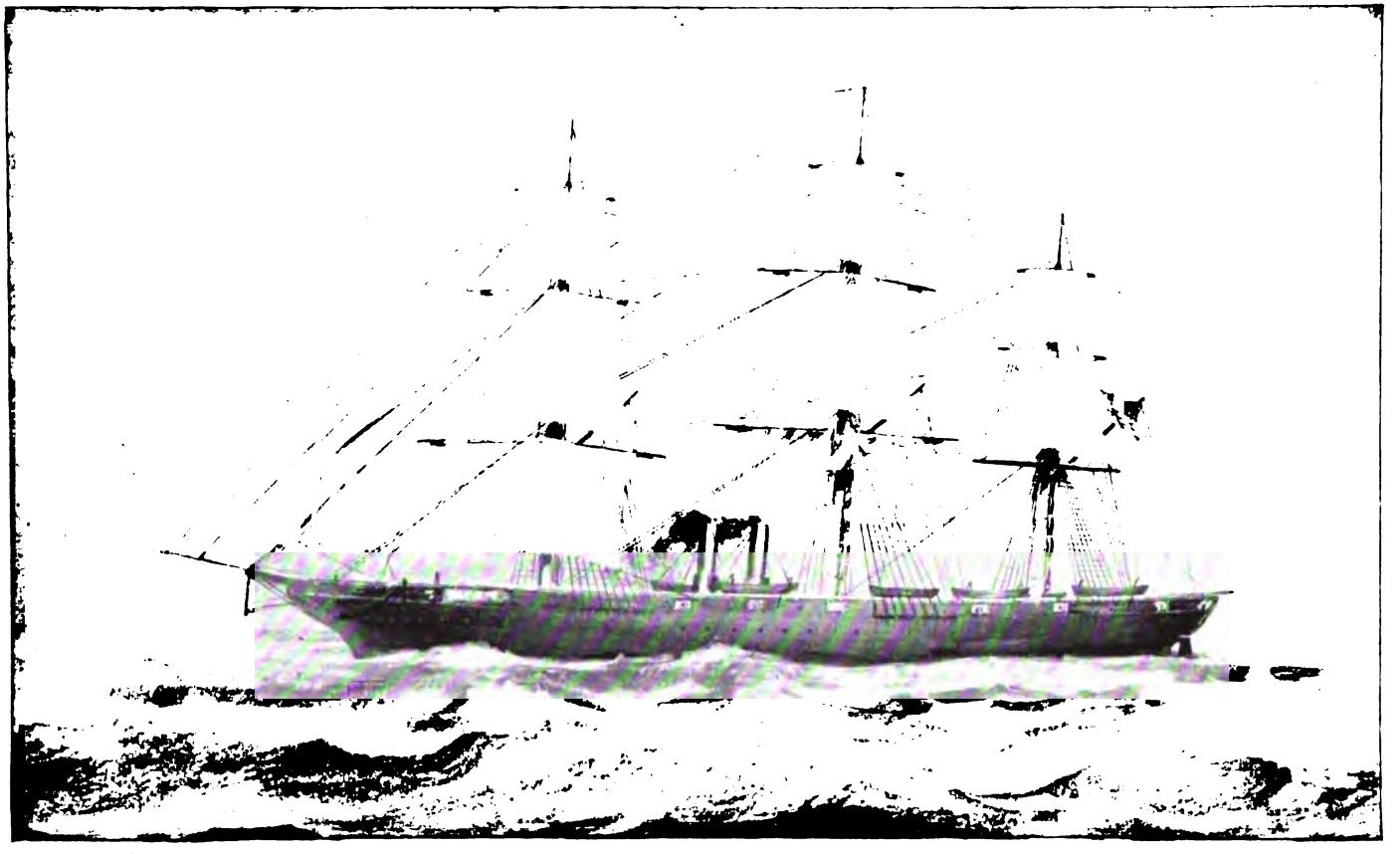
[Telegram.]

FERROL, *March 24, 1865—8:30 a. m.*
(Received at Coruña 8:41 a. m.)

Stonewall is discharging coal in order to stand out. This work done, she will sail immediately.

FERNANDEZ.

CONSUL OF THE UNITED STATES, [*Coruña.*]



UNITED STATES STEAMER NIAGARA.

The affairs between the U. S. steamers Niagara and Sacramento and the C. S. ram Stonewall, March 21, 23, and 24, 1865, off Ferrol, Spain.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the movements of C. S. ram Stonewall.

U. S. S. NIAGARA,
Lisbon, March 29, 1865.

SIR: I have the honor to inform you of the arrival of the *Niagara* and *Sacramento* at the port of Lisbon on the evening of the 27 instant, two days from Coruña.

Since the date of my dispatch to you of February 28 (No. 4), and up to the 24th instant, the pirate *Stonewall* had been still lying in the harbor of Ferrol, where, as I anticipated, she succeeded in adding to the number of her crew, in finishing her equipments, and fitting out for sea in the most thorough manner.

On Tuesday, the 21st, and on Thursday, the 23d instant, having stripped ship to her lower masts, she left her anchorage and stood out some 2 miles from the entrance of the harbor; but the state of the sea was not favorable for her purposes, and as the *Niagara* and *Sacramento* were steaming out of the bay of Coruña to meet her, she turned and ran back to her old berth. After showing ourselves off the mouth of Ferrol we returned to our former positions in the bay of Coruña.

On the morning of the 24th, a dead calm prevailing, with a smooth, glassy sea, she again made her appearance outside and to the northward of Coruña, accompanied, as on the two former occasions, by the Spanish steam frigate *Conception*. At this time the odds in her favor were too great and too certain, in my humble judgment, to admit of the slightest hope of being able to inflict upon her even the most trifling injury, whereas, if we had gone out, the *Niagara* would most undoubtedly have been easily and promptly destroyed. So thoroughly a one-sided combat I did not consider myself called upon to engage in. As she had left her boats behind her, my impression was that she would return again to Ferrol, but on Saturday morning she was reported as being still outside and lying under a point of land to the northward of Ferrol. In the afternoon, however, I learned that she was last seen early in the morning steaming rapidly to the westward, when, immediately after paying our bills on shore for coal, etc., we got underway and made the best of our way to this port, our progress being considerably retarded by the inability of the *Sacramento* to keep up with us.

On our arrival in the Tagus an officer from the Portuguese guard ship came on board and informed me that the *Stonewall* had arrived here on Sunday, the 26th instant, thirty hours from Ferrol; that she had just finished coaling, and, in conformity with a positive order given by his Government to leave the port, she was at that moment in the act of getting underway. At the same time this officer stated that it was the urgent desire of his King that I should anchor where I then was, about half a mile to the eastward of the Tower of Belem, and not attempt to go out of the harbor until twenty-four hours had elapsed after the departure of the *Stonewall*. Contrary to his promises, he (Captain Page) did not sail until about 11 o'clock yesterday morning, at which time I was at the residence of our minister, Mr. Harvey.

By telegrams from the several signal stations upon the coast the pirate was reported to be, when last seen, steering north, but had gradually drawn off from the land.

From the foregoing you will learn, sir, that after forty-five days of constant watchfulness, at times buoyed up with the hope that she might

be detained definitively at Ferrol, or until reenforcements should reach us from home, I have been compelled to lose sight of one of the most formidable ironclad vessels now afloat.

It may appear to some that I ought to have run the hazard of a battle, but according to my judgment I shall ever feel that I have done all that could properly be attempted toward retarding the operations and progress of that vessel.

All of my suspicions (which I have freely expressed to our ministers at Paris and Madrid) as to the truth of her reported leaks and unseaworthiness, and my convictions that she would make a convenience of the harbor of Ferrol to finish her equipment, etc., have been most fully verified.

I am now awaiting the arrival of two blockade runners, reported to be on their way here from Liverpool, and after remaining here a reasonable time shall run down as far as Madeira, and thence back to the English Channel via the Western Islands.

While at Ferrol and during their brief stay here Captain [T. J.] Page and his officers talked freely of their intention to visit some of our Northern cities, and particularly New York, where they contemplated levying heavy contributions or destroying the towns.

For the further information of the Department, I have the honor to enclose herewith copies of a note addressed by our chargé d'affaires at Paris to Mr. Perry and a dispatch from Mr. Perry addressed to me under date of March 14, and marked, respectively, Nos. 1 and 2.

Very respectfully, your obedient servant,

THOS T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

PARIS, *March 12, 1865.*

DEAR SIR: I am reliably informed that it is the intention of the Confederate officer in command on this station, Commodore Barron, to change the upper works of the *Stonewall* so that she may mount ten guns, four on a side and two pivot guns, one at each end, as heavy as can be bought. It is also proposed to cover her sides, for the protection of her machinery, with chains after the Winslow pattern, and then to cover them again with wood to complete the disguise. She is expected to muster 140 men and to be ready for sea in fifteen days from the 10th instant.

Yours, very respectfully,

JOHN BIGELOW,
Chargé d'Affaires.

Hon. H. J. PERRY,
Chargé d'Affaires, Madrid.

[Enclosure No. 2.]

MADRID, *March 14, 1865.*

DEAR SIR: I have just received from Mr. Bigelow the information that considerable changes have been decided on in the construction and armament of the *Stonewall*, and that he has sent you a copy of his letter to me. I have it, not merely by word, but in writing also, that the Spanish Government will not permit any work to be done on that ship. Either the decisions of Commodore Barron in this vessel are thus so much waste paper or the *Stonewall* must leave the Spanish

jurisdiction and go into some other for the purpose of getting this work done. You will be able to judge whether it was perhaps supposed by the Confederate officers at the time the work mentioned by Mr. Bigelow was decided on that this work could be executed in Spain, or whether they mean to move the ship as she is. I incline to the former supposition, and imagine they will still waste some time in efforts to bring the Spanish authorities to consent to the work projected. But it is clear that, once this is definitively refused, the day will have come for them to decide whether they will take the ship out as she is or resign themselves to let her rot in the port of Ferrol.

My dispatches from Mr. Seward of 20th February do not mention the sending out of any reenforcements for you, though it is evident from his dispatch that there was such a confusion of information from Paris, Nantes, Madrid, and Ferrol that there was no clear intelligence by that steamer of what had really happened.

I shall have dispatches again the day after to-morrow, and no doubt something more explicit will be heard from Washington. No important telegraphic news by this steamer arrived yesterday at Queenstown.

Orders have been sent to all the Atlantic ports and to the frontiers of France and Portugal to stop the thirty *Florida's* men, and not allow them to traverse Spain in a direction toward Ferrol.

New orders to the authorities of that port not to permit their embarkation on the *Stonewall* if they should by any chance reach that port.

I have the affair of the *Oleander's* men also in good train.

Did you ever see a negro, James, who started from Madrid to go to you on the 27th ultimo?

Very respectfully, your obedient servant,

HORATIO J. PERRY,
Chargé d'Affaires.

Commodore CRAVEN,
Commanding Squadron, Coruña.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Lisbon, Portugal, in search of C. S. ram Stonewall.

U. S. S. SACRAMENTO,
Lisbon, Portugal, April 1, 1865.

SIR: I have the honor to report the arrival of the *Sacramento*, in company with the U. S. frigate *Niagara*, at this port on the 27th instant, two days from Coruña, in pursuit of the rebel ironclad ram *Stonewall*, which sailed from Ferrol on the morning of the same day that we left Coruña.

The *Stonewall* arrived in this port thirty-six hours before us, having made the passage without sail in less time by twelve hours than we did under steam and sail with a fair wind from the northward, the *Sacramento* being unable to keep pace with the *Niagara* under sail.

We will take in coal and repair several more of our pipes, tubes, and bolts of our engine, and be ready for service to-morrow, awaiting the directions of Commodore Craven.

The *Stonewall* is a most formidable ironclad turreted ram, her plating being of the greatest thickness, her battery consisting of a breech-loading Armstrong rifled gun of the heaviest caliber (300 pounds), which points ahead and on both bows through ports with heavy iron shutters; also two guns (150 pounds) for the stern and quarter ports, of the same

character. Her stem is like a plowshare, pointed with iron or steel, and projecting under the water about 25 feet; she is brig-rigged, having a bowsprit which can be run in or out at pleasure.

She has four engines of the best make, two propellers, and two rudders, which are protected with an overhang below the water line of about 20 feet; her bulwarks amidships are of heavy iron plating, set up on hinges and braces, which are laid on deck in time of action.

Her turrets are of the heaviest plating, and, as reported by Mr. Palmer (an American and now a chief engineer in the Spanish navy, who examined the ram thoroughly and repeatedly), she is shot-proof from any quarter. Her speed is reported by her pilot and other sources to be about 13 knots, more or less; she turns within her length by working her engines in opposite directions. She put to sea with all speed from this port on the morning after our arrival, and proceeded, some reports say north, others to the southward and westward. She is 900 tons burden.

I presume that Commodore Craven's report upon this subject will be all that you may desire. I herewith enclose a drawing of the *Stonewall*, taken from a photograph.

I am, sir, very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of U. S. S. Niagara. Commodore Craven, U. S. Navy, commanding, from March 21 to 28, 1865.

March 21, 1865.—Coruña, Spain. From 4 to 8 a. m.: At 6 a. m. two coal lighters came alongside and commenced discharging; at 8 a. m. a coal lighter came alongside. From 8 to meridian: At 9 loosed all sail; at 9:30 inspected crew at quarters; exercised the first division in small arms; the second, third, fourth, and fifth divisions exercised great guns. From meridian to 4 p. m.: At 1 furled sails, crossed topgallant yards, sent a howitzer with ammunition into the maintop; got the ship ready for sea; at 2:20 received a telegram from Commodore Craven from Ferrol; at 2:25 beat to quarters, loaded the guns with solid shot, and got the ship ready for action; at 2:40 got underway and stood with the *Sacramento* to meet the ram *Stonewall*, then standing out to sea from Ferrol; at 3:30 the ram was seen to turn and disappear into Ferrol Harbor; made general signal No. 44; this ship turned and proceeded into Coruña Harbor, where she anchored at 3:50 on same bearings as before ([Fort] San Antonio light N. E. ½ E., Hercules Tower N. ¾ W.); at 4 beat retreat; at 4 *Sacramento* anchored near us.

March 23.—Coruña, Spain. From 8 to meridian: At 10 the rebel ram *Stonewall* came out from Ferrol. Got underway and stood out to meet her, the men at quarters and ship cleared for action; at 10:45 the ram returned to Ferrol; this ship stood for the entrance of that harbor and then returned to Coruña. At 1 came to in 7¼ fathoms water with starboard anchor and 30 fathoms cable.

March 24.—Coruña, Spain. From 8 to meridian: The rebel ram *Stonewall* went to sea, followed by the Spanish frigate *Conception*, made preparations for getting underway; at 3:45 the Spanish frigate *Conception* returned to Ferrol.

March 25.—Coruña, Spain. At 5 p. m. took on board a pilot. At 5:30 got underway and stood out to sea in charge of pilot. At 5:45 called all hands and shook out all reefs in fore and main topsails and furled them. At 6:20 made fore-and-aft sails. At 6:45 quarters and secured battery. At 7:40 Coruña light bore S. by E., Cape Triano [Priorino?] bore W. N. W. [?], Cape Prior bore E. S. E. At 10:20 lost sight of Coruña light bearing S. W. by W. The *Sacramento* about 1 mile astern of us at 12 midnight. Minimum speed, 7 knots 4 fathoms; maximum speed, 9 knots. Courses steered: 7 p. m. to 9 p. m., N. by W.; 9 p. m. to midnight, N. W. by W.

March 26.—From midnight to 4 a m: At 1 furled fore and mizzen topsails and foresail; at 1:10 brailed up fore and main trysails and spanker, hauled down jib and stowed it; the *Sacramento* in sight off starboard quarter. At 4:45 set fore-and-aft sails. At 5 set foresail and fore main and mizzen topsails. At 8 changed the course to S. S. W. At 3:40 p. m. stopped the engine to let the *Sacramento* come up, she being about 7 miles astern. Distance per log, 159 miles; latitude 42° 24′ N., longitude 10° 36′ W. Minimum speed, 9 knots; maximum speed, 12 knots 1 fathom. Courses steered: Midnight to 4 a. m., N. W.; 4 a. m. to 9 a. m., S.W by W.; 9 a. m. to midnight, S. S. W.

March 27.—From midnight to 4 a. m.: Slowed down and stopped engine frequently during the watch to let the *Sacramento* come up. At 5 set spanker and main trysail. At 8 single-reefed fore and main, double-reefed mizzen topsails; took in the spanker. At 9 a. m. took in the third reef in fore and main topsails and close-reefed the mizzen topsail. At 9:30 inspected the crew at quarters. At 11:30 made the land, the south point bearing at 12 m. S. S. E. At 3 p. m. castle on Cintra bore E. S. E. At 3:45 light-house at the entrance of the Tagus bore E. ½ S., distant 3 miles. At 4:30 took in all sail. At 5:45 set fore-and-aft sails, except spanker. At 6:30 took in jib and fore-topmast staysail and fore and main trysail. At 7 came to anchor in Lisbon Harbor, 13 fathoms water, 42 fathoms chain. Distance, per log, 239 miles. Minimum speed, 8 knots; maximum speed, 12 knots 3 fathoms.

March 28.—Lisbon, Portugal. At 8 a. m. saluted the Portuguese flag with twenty-one guns; the salute was returned from the fort. The rebel ram at anchor off the city. Ship swung with the tide at 10. At 11 a. m. the rebel ram *Stonewall* went to sea. At 2 p. m. brought the starboard cable to the capstan and got ready to get underway. At 3:15 got underway and stood down the river toward Belem Castle for the purpose of turning. The fort opened on us and fired nine shots, and continued to fire on us after we had turned and dipped our colors several times. At 4:15 came to anchor with starboard anchor, 45 fathoms of chain to the hawse. Belem Castle bears W. by N., distant 2¼ miles.

Abstract log of U. S. S. Sacramento, Captain Henry Walke, U. S. Navy, commanding, from March 21 to 28, 1865.

March 21, 1865.—Coruña, Spain. At 11 a. m. topsail schooner Spanish steamer came in. Sent carpenter's gang ashore to make fore-trysail gaff. At 2 p. m. inspected at quarters. At 2:20 *Niagara* made signal 1218; answered and commenced heaving in. At 2:45 got underway and stood out ahead of the *Niagara*. At 3:15 *Niagara* made signal 44; wore ship and returned to the anchorage; came to with the starboard anchor. At 4 veered to 30 fathoms chain, 5 fathoms water.

NOTE.—At about 2:30 p. m. Lieutenant-Commander Bigelow, on board the *Niagara*, hailed the *Sacramento*, informing Captain Walke that the commodore wished her to get underway and go ahead.

March 23.—Coruña, Spain. From 8 to meridian: At 10:35 got underway and stood out of the harbor, following the *Niagara*. At 12 put about for Coruña. After getting our anchor we were hailed by the *Niagara* and told to follow her. From meridian to 4 p. m.: Stood into Coruña, and at 1 came to with starboard anchor in 6 fathoms; veered to 30 fathoms and made ready for slipping.

March 24.—Coruña, Spain. At 3:45 p. m. a Spanish frigate stood into Ferrol.

March 25.—Coruña, Spain. From 4 to 6 p. m.: At 5:30 stood out to sea in company with the *Niagara*. At 6:20 set jib, fore and main trysails. At 6:40 took departure; Hercules light bore per compass S. by W. ½ W., distant 3½ miles.

March 26.—At sea. From midnight to 4 a. m.: At 12:35 slowed down the engine so as not to pass the *Niagara;* at 1:30 went still slower with the engine. At 5:30 set all square sail. From meridian to 4 p. m.: A sail reported on port bow; made out nothing. From 8 to midnight: Took in the topgallant sails; at 8:30 hauled up and furled the foresail, the *Niagara* having drawn aft about a point and a half; at 8:45 slowed the engine a few turns, as she still drew aft; at 9:15 set foresail and went ahead fast with the engine; latitude 42° 46′ N., longitude 10° 34′ 45″ W.; current S. E. by E. ¾ E., one-fourth mile per hour; minimum speed, 8 knots; maximum speed, 13 knots 6 fathoms.

March 27.—At sea. From midnight to 4 a. m.: Slowed down, and at 2:20 hauled up foresail, the *Niagara* having drawn about a point aft since 12 o'clock; at 2:45 stopped the engine to permit the *Niagara* to go ahead; at 2:57 went ahead slow; the *Niagara* getting too far ahead, went faster. From 4 to 8 a. m.: At 6 set topgallant sails and fore-trysail; at 6:08 changed course to S. ½ E. (from S. S. W.); at 7:30 set main trysail; at 8 changed course to S. E. by S. At 9:15 lee main topsail sheet parted, having split the sheet block; clewed down the sail, hooked new block, and rove the sheet; took one reef in both topsails and set them again. At 11:45 made land on port bow. At 7:30 came to anchor in 14 fathoms of water, with 60 fathoms chain on port chain, in Lisbon Harbor. Maximum speed, 13 knots 4 fathoms; minimum speed, 8 knots and 8 fathoms.

March 28.—Lisbon, Portugal. From 8 to meridian: At 10 rebel ram *Stonewall* steamed down the harbor toward us; cleared ship for action; *Stonewall* steamed past, then passed down. At 2:45 hove in short. At 3:30 hove up anchor and stood up the harbor.

NOTE.—At 3:30 p. m. hove up anchor, ship riding to the flood tide. The *Niagara* steamed toward the entrance of the harbor, apparently with the intention of getting more room to turn around in. When our anchor was away we backed the engine, moving all the time nearer the city, to give the *Niagara* more room to turn in. When the *Niagara* bore off our starboard bow and she was still going ahead (our engine backing), Belem Castle first opened fire. One shot struck the water astern of the *Niagara*. We still continued to back, casting to port until halfway round, when we went ahead and turned the ship's head toward the city and waited for the *Niagara* to pass us. Belem Castle fired several shots at the *Niagara*, even when she was more than halfway round and her flag at half-mast. The *Niagara* was some distance inside the castle when it opened fire. The *Sacramento* was not fired at.

General order relative to the court-martial of Commodore Thomas T. Craven, U. S Navy, for failing to attack the C. S. ram Stonewall.

GENERAL ORDER, No. 68.

NAVY DEPARTMENT, *December 6, 1865.*

At a naval general court-martial convened at the Navy Department, in the city of Washington, November 7, 1865, Commodore Thomas T. Craven, of the Navy, was tried on the following charge and specification, viz:

CHARGE: Failing to do his utmost to overtake and capture or destroy a vessel which it was his duty to encounter.

Specification.—In this, that on or about the 24th day of March, 1865, the said Commodore Thomas T. Craven, commanding the U. S. S. *Niagara*, and having under his control the U. S. S. *Sacramento*, then lying off Coruña, on the coast of Spain, and a vessel of the enemy, known as the *Stonewall*, being at that time on its way out of the bay of Coruña, as was plainly seen by and well known to him, did fail to use any exertions or make any effort whatever to overtake and capture or destroy the said vessel of the enemy, as it was his duty to have done, but did remain quietly at anchor for more than twenty-four hours after having seen said vessel on its way out of the bay of Coruña, his pretext for his failure in duty being that "the odds in her (the *Stonewall's*) favor were too great and too certain to admit of the slightest hope of being able to inflict upon her even the most trifling injury," and that, had he gone into an engagement, "the *Niagara* would most undoubtedly have been easily and promptly destroyed;" and, as subsequently stated by him in an official letter addressed to the "Hon. H. J. Perry, chargé d'affaires, Madrid," and dated March 25, 1865:

"With feelings that no one can appreciate, I was obliged to undergo the deep humiliation of knowing that she (the *Stonewall*) was there, steaming back and forth, flaunting her flags, and waiting for me to go out to the attack. *I dared not do it!* The condition of the sea was such that it would have been perfect madness for me to go out. We could not possibly have inflicted the slightest injury upon her, and should have exposed ourselves to almost instant destruction—a one-sided combat which I do not consider myself called upon to engage in."

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, *October 20, 1865.*

Upon which charge and specification the finding of the court was as follows:

Specification of the charge proven, except in so far as the words "as it was his duty to have done" declare it to have been the imperative duty of the accused to join battle with the *Stonewall* on the 24th day of March.

The court, in considering the specification as only proven in part, and the accused guilty in a less degree than charged, does not wish to deprive an officer of the discretionary power due to his command, nor to establish the principle that it is always, and under all circumstances, imperative that two wooden vessels should attack an ironclad; but the court intends to express its censure upon Commodore Craven's defective judgment on the 24th day of March, 1865, arising from his want of zeal and exertion in not making constant and personal observation of the rebel ram while at Ferrol, and thereby endeavoring to ascertain the truth or falsehood of the received reports of her character. The court intends also to reflect upon the conduct of the accused in remaining quietly at anchor in the bay of Coruña while his enemy was parading about in neutral waters, flaunting his flags, etc., when, in the judgment of this court, it was his duty to have gone out with his two vessels in the same neutral waters, and there to have made observations of her qualities as to speed, rapidity of turning, etc., as well as to have made close inspection of all her vulnerable points. He would then also have been ready to avail himself of any opportunity that might have offered had his enemy been disposed to have given him battle in the open sea. At all events, he could have kept her in sight and been satisfied of her whereabouts. Neither does the court find it in evidence that he had formed with his consort any plan of attack should an action have occurred.

And therefore the court doth adjudge him guilty in a degree of the charge preferred, and doth find him guilty of the charge in a less degree than charged.

And the court doth award the following sentence, viz:

That the accused, Commodore Thomas T. Craven, be suspended from duty on leave pay for two years.

Vice-Admiral D. G. FARRAGUT, *President.*
H. PAULDING, *Rear-Admiral.*
C. H. DAVIS, *Rear-Admiral.*
J. A. DAHLGREN, *Rear-Admiral.*
T. TURNER, *Commodore.*
JAS. S. PALMER, *Commodore.*
JNO. A. WINSLOW, *Commodore.*
S. P. LEE, *Captain.*
MELANCTON SMITH, *Captain.*

This record was transmitted to the Secretary of the Navy, and by him returned to the court with the following letter:

"NAVY DEPARTMENT,
"*Washington, December 1, 1865.*

"SIR: The record of the proceedings of the court of which you are president in the case of Commodore Thomas T. Craven is herewith returned for a revision of the finding, which, in the opinion of the Department, is in conflict with law, and, if approved, would tend to render the provisions of law which the accused is charged with violating a 'dead letter.'

"It is well settled that a court-martial may find a prisoner guilty in a less degree than charged, but this is only in cases where there is a kindred nature between the offense charged and the offense found proved; as, for instance, between murder and manslaughter, or between desertion and absence without leave.

"In the opinion of the Department the statutory offense with which Commodore Craven is charged embraces, and was designed to embrace, all offenses of a kindred nature, in such manner that if the accused is found to have been guilty of any one of these kindred offenses on the occasion which was believed to render him chargeable with the capital offense, then he is necessarily guilty of the capital offense; for instance, if his failure to do his utmost arose from negligence, then he is guilty, not simply of negligence, but of the capital offense. So, if his failure arose from drunkenness, cowardice, culpable inefficiency, disobedience of orders, disaffection, etc., any other recognized construction of the law would leave it in the power of courts-martial to consider the statutory offense as abolished and repealed, or to exist only at their discretion.

"And this construction would also leave it discretionary with courts to depart from the law in another respect, by assuming, in fact, the power to mitigate punishments.

"I am, respectfully, your obedient servant,

"GIDEON WELLES,
"*Secretary of the Navy.*

"Vice-Admiral D. G. FARRAGUT, U. S. Navy,
"*President Naval General Court-Martial, Washington, D. C.*"

Whereupon the court proceeded to revise its action upon the charge and specification, and, after more mature deliberation, doth find the specification of the charge proven, except the words "as it was his duty to have done," and doth find the accused, Commodore Thomas T. Craven, of the charge guilty.

And doth award the following punishment, viz:

That the accused, Commodore Thomas T. Craven, be suspended from duty for two years on leave pay.

Vice-Admiral D. G. FARRAGUT, *President.*
H. PAULDING, *Rear-Admiral.*
C. H. DAVIS, *Rear-Admiral.*
J. A. DAHLGREN, *Rear-Admiral.*
T. TURNER, *Commodore.*
JAS. S. PALMER, *Commodore.*
JNO. A. WINSLOW, *Commodore.*
S. P. LEE, *Captain.*
MELANCTON SMITH, *Captain.*

The importance of this trial, the degree of public attention which it has attracted, the high standing of the members of the court, and the extraordinary result of their deliberations constrain the Department to express its views of the case more at length than is ordinarily necessary.

The offense for which Commodore Craven was tried is one which the law, with a view, no doubt, to the protection of the public interests and *national* character in time of war, has included among those to which *the penalty* of death is attached.

The same law has enjoined it upon courts-martial "in all cases of conviction to adjudge a punishment adequate to the character and nature of the offense committed." It leaves it discretionary with a court-martial to recommend the person convicted to clemency, this clemency, however, to be exercised, not by the court, but by the revising power of the President of the United States, who is expressly clothed with the power to mitigate or remit punishment.

In all these provisions the law is clear, precise, and free from ambiguity.

It can hardly require argument to make it plain that a punishment which would be deemed too mild for a trivial offense or misdemeanor—a "nominal punishment"—can not be adequate punishment for an offense to which the law has attached the penalty of death.

Yet the court, in this case of conviction of a capital offense, has adjudged a punishment which is obviously nothing more than a nominal punishment, if it be even as much. Suspension from duty for two years on "leave pay" is in itself nothing more than leave of absence for the same period; and nothing is added to it to give it a semblance of real punishment, not even as much as a reprimand, severe or otherwise, public or private. Such punishment as this no officer could obtain from the Department as a favor.

The Department is therefore forced to conclude that in awarding this pretended punishment the court-martial which tried Commodore Craven has disregarded the law.

It may be that the court, or members of it, deemed the law under which the accused was arraigned one of a harsh character; but even admitting that it be so, it is still law, and they were bound by a solemn obligation to administer it as it stands, and not to modify it so that it might accord with their own notions of justice. They had no more authority to do so than to repeal the law.

The final proceedings of the court are inexplicable to the Department. If, after finding the accused guilty of a capital offense, they had stated mitigating circumstances as a justification for awarding a light punishment, the Department, while considering their course as erroneous and in violation of law, might still have perceived some indication of sufficient motive and consistent action. But instead of pointing to mitigating circumstances, they have prepared and left on record a statement of aggravating circumstances.

In this statement they censure the accused for "his want of zeal and exertion in not making constant and personal observation of the rebel ram while at Ferrol, and thereby endeavoring to ascertain the truth or falsehood of the received reports of her character."

They reflect also upon "the conduct of the accused in remaining quietly at anchor in the bay of Coruña while his enemy was parading about in neutral waters, flaunting his flag," etc.

And they say, "Neither does the court find it in evidence that he had formed with his consort any plan of attack should an action have occurred."

Any one of the derelictions of duty here specified would deserve some greater punishment than leave of absence for two years.

If it was the duty of the accused to encounter the *Stonewall* and, through negligence or any other fault, he failed in any one particular to do his duty, then he did not do his utmost to capture or destroy the vessel, and is guilty of the charge preferred against him. The court have found him guilty of it; and from the facts which they find proved it appears that the accused, instead of failing merely in a single particular, failed in many respects—instead of doing his utmost, in fact did nothing—and was wholly and inexcusably derelict. He was therefore

not only guilty of the charge, but guilty in the broadest sense, and such guilt called for adequate punishment.

Such is the necessary inference from what the court find proved. But this inference is destroyed, and the finding of guilty contradicted by what the court find not proved.

They say they find the specification of the charge proven except the words "as it was his duty to have done."

This exception destroys and annihilates the gravamen of the charge. The charge against the accused was, as required by law, specific. It was founded solely upon the assumption that it was the duty of the accused to encounter the *Stonewall* at the time and place specified. If, as the court state, it is not proved that it was his duty to encounter that vessel, then he is not proved guilty of the charge preferred against him, and the court have committed a grave error in finding him guilty of it.

It is therefore impossible for the Department to gather from the action of the court whether the accused is guilty or not. Their finding on the charge declares him guilty, but their finding on the specification and the nominal punishment awarded imply that they consider him not guilty. The incongruous whole has the aspect of an unsuccessful attempt at compromise between those members of the court who believed the accused guilty and others who believed him not guilty.

The whole action of the court unfortunately suggests to officers of the Navy an inference which the Department, in behalf of the court, must strenuously disclaim for them as not intended, or, at least, as not maturely considered. That inference is that the general rule with a commanding officer of the Navy should be, "Do not fight if there is a chance of defeat," rather than the converse rule, "Fight if there is a chance of victory."

The principle uniformly inculcated as a rule of naval action has been that it is the first duty of a commander in war to take great risks for the accomplishment of great ends.

The proceedings of the court are set aside, and Commodore Thomas T. Craven is hereby relieved from arrest.

GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding plot for the capture of California steamers.

U. S. FLAGSHIP LANCASTER,
Panama Bay, March 25, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of the 20th January last, enclosing a copy of a letter from William H. Allen, of Brooklyn, N. Y., relative to the designs of insurgent parties to capture the California steamers on the Pacific coast.

In my letter* to the Department No. 14 I reported that I had been furnished with this information through the American consul at Panama, and that I should use all vigilance to frustrate this attempt and capture the persons engaged in it, if possible.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* See p. 433.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Juniata, regarding cause of delay in execution of Department's orders.

U. S. S. JUNIATA,
Port Royal, S. C., March 27, 1865.

SIR: The Department may desire to know why the *Juniata* has not left this station, and is not on her way to the coast of Brazil, in compliance with orders issued dated February 23.

I will commence by stating that every effort has been made, and is still being made, with the means at command to put the *Juniata* in a condition to execute the orders, which I am impatient to do.

The chief of the Bureau of Steam Engineering addressed a communication to the chief engineer of the *Juniata* desiring to know the condition of the machinery of the *Juniata*, and whether in his opinion it was reliable for two years' service, and if not, what is required to make it so.

I will give some extracts from the reply made by Chief Engineer Follansbee to that communication:

The condenser is leaking badly; the gum grommets around the tubes are giving out, and this occasions the difficulty in starting the engines by flooding the cylinders with water. These grommets should be renewed at the earliest moment the ship can be spared for the purpose.

Two or three weeks since a crack was discovered in the cast-iron part of the after exhaust pipe, and I think it is extending. Its nearness to the berth-deck beam prevents the patching of it on the outside, but when the grommets are renewed it can be done more perfectly from the inside of the pipe.

The wearing of the cylinders has been very rapid since the steamer left Philadelphia in July last, the vertical diameter exceeding the horizontal by one-eighth of an inch in the after one, and even more in the forward cylinder.

To prepare the ship for a foreign cruise it would be proper, in my opinion, to rebore the cylinders and reduce very considerably the weight of pistons, even if in order to do so it was necessary to cast new pistons of brass and to bore through the entire length of each piston rod a 3-inch hole, and to substitute india rubber for the cast-iron segments under the pistons. I believe that this rapid wear has been caused solely by the enormous weight of the pistons, etc.

The indicator cocks require renewal, having been worn out by grinding, and the indicators need repairs. Chief Engineer Zeller informed me by letters received off Wilmington, N. C., that new indicators had been sent out for the ship, but they have never been received.

The crank-pin journals were hastily trued up and the old brasses fitted at Norfolk for temporary service. These brasses can not last much longer. Messrs. Pusey, Jones & Co. informed me in a letter received off Wilmington, N. C., in December or January last that new brasses had been sent to Hampton Roads for this ship, but they have never been received and will require fitting when they do come. The pin journals, I think, might be improved. The second set of trombone oil feeders are in use, one set having been nearly worn out, and another set at least would be required for two years' service.

* * * * * * *

As soon as the *Juniata* could reach Port Royal, which was on the 11th instant, work was commenced upon her, and has been steadily continued ever since. Preparations necessary to be made and the taking from the condenser 4,832 tubes and putting upon each one two grommets as they are returned to the condenser is a long, tedious job, and will yet occupy two weeks before it can be completed.

It is the opinion of Fleet Engineer Danby and Chief Engineer Follansbee that the crank-pin journals are of the very first importance. But they have not come, and they will have to be fitted when they do reach here, which may cause a further detention. Had they been previously received the work of fitting them could have been going on at the same time that the fitting of the gum grommets to the condenser tubes was being done.

In regard to the necessity of reboring the cylinders, Chief Engineer Follansbee, in a report to me dated the 15th instant, states as follows:

I am still of the opinion that both of the cylinders should be rebored; that if they are permitted to run much longer serious mischief will be done; and I am further of the opinion that when rebored the after cylinder at least, if not both of them, will require new pistons.

As some doubt is expressed about doing this work to the cylinders, I beg to urge that you will take such steps as will insure its being done.

After these representations I made a written request to Admiral Dahlgren to have a survey by a board of engineers upon the state of the cylinders, when he ordered Chief Engineers Danby, Macomb, and Young upon the survey, upon which they are now engaged. What the result of their examination and opinion will be I am of course unable to say. Should it be decided that it is necessary to rebore the cylinders, Fleet Engineer Danby represents that it would be impossible to do it at Port Royal.

If we could only get the crank-pin brasses or journals sent out they could be fitted here.

It will thus be seen by the Department the cause of the delay of the *Juniata* in not executing the orders to proceed to the coast of Brazil. This delay seems unavoidable, and much to be regretted. No one is more desirous of carrying out the orders of the Navy Department than myself.

In a time of war like this it is uncertain to what extent repairs to the machinery of a United States vessel will be permitted by a foreign neutral Government, which would make it important to put one of our men-of-war in the best condition while in one of our own ports when destined for a cruise upon a foreign station, instead of being kept in a foreign port for a length of time and dependent upon a foreign nation for repairs.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Commander Bankhead, U. S. Navy, commanding U. S. S. Wyoming, to go in search of the C. S. S. Shenandoah in the East Indies.

NAVY DEPARTMENT, *March 27, 1865.*

SIR: The U. S. S. *Wyoming*, under your command, will be fitted and provisioned for foreign service. As soon as she is in all respects ready for sea proceed with her, with all practicable dispatch, via the Cape of Good Hope, to [the] East Indies.

Recent intelligence advises us of the arrival of the rebel teamer *Shenandoah* at Melbourne, Australia, and it is believed that sshe will make the straits and passes to China the field of her piratical operations. It is therefore highly important that you should take your departure at the earliest practicable day and reach your station without unnecessary delay or detention on the route.

Your chief and first object will be the pursuit and (should you be so fortunate as to overtake her) the capture or destruction of the *Shenandoah*. Hence you are expected and directed to follow her wherever she may go, unless it be to the Pacific coast of America or this side of the

Cape of Good Hope. Should you encounter her anywhere this side of the Cape you will pursue her without regard to the orders to proceed direct to the East Indies.

If on reaching Batavia you gain no tidings of the corsair it will be well to remain there, or in the vicinity, until you learn something definite of her movements. The Department relies upon you to give protection, as far as in your power, to our commerce passing to and from China through the Strait of Sunda and neighboring straits.

You may consider the limits of your station as extending as far north as Macao, China, and you are at liberty to go beyond that point should an emergency require it. Batavia will be your headquarters, and all mails for the *Wyoming* will be sent to that place.

It is presumed you will meet with no difficulty in obtaining at Batavia such supplies as you may from time to time need. There is a depot of stores for our vessels at Macao, China, from which you can draw when necessary, or you can proceed when circumstances warrant to that point for supplies.

The *Wachusett* is on the way to the East India station, and the *Iroquois* is already there. The former vessel will have her headquarters at Macao; the latter will probably soon return home. The *Wachusett* and *Wyoming* will for the present be regarded as on independent service, but it is expected that their commanding officers will at all times cooperate with each other when necessary in advancing the interests of our Government and protecting the persons and property of our countrymen.

While asserting and maintaining the rights of the Government of the United States, you will scrupulously regard the rights of the powers, and be careful not to commit any hostile act within the waters or infringe upon the territorial jurisdiction of neutral nations.

Communicate with the Department as opportunity may offer on your voyage, and keep it promptly advised of your proceedings upon your station. I transmit herewith a copy of the circular letter* of the Department issued August 18, 1862, for the guidance of the commanders of cruisers of the United States in certain waters, and a copy of the Queen's neutrality proclamation, both of which you will strictly observe.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN P. BANKHEAD,
Commanding U. S. S. Wyoming, Baltimore, Md.

Instructions of the Secretary of the Navy to Commodore Godon, U. S. Navy, appointed to command Brazil Squadron.

NAVY DEPARTMENT, *March 28, 1865.*

SIR: It is proposed to reestablish the Brazil Squadron, as circumstances now admit of the withdrawal of many of the vessels that have been engaged in the blockade and in active naval operations and sending them on foreign service, and the Department selects you for the command of it.

The steam sloop *Hartford* is designed as your flagship, and will be prepared for that purpose and sent out to you. In the meantime the *Susquehanna*, your present command, can be used as such, and as soon as she is ready you will proceed in her to your station.

*See Vol. 1, p. 417.

On reaching the northern limits of your station, hereinafter indicated, you are authorized to hoist your flag as an acting rear-admiral and will regard yourself as holding an appointment as such.

At present there is no United States vessel of war on the Brazil station, unless it be the *Onward*. The *Juniata*, Captain John J. Almy, has been ordered thither, and is about sailing from Port Royal. That vessel will form a part of your squadron, and another steamer may be soon ordered to join you. The *Onward* has been ordered home, and should she not have sailed on your arrival out you will direct her to do so.

The River Amazon and the Strait of Magellan may be regarded as the northern and southern limits, respectively, of your station. Your cruising may extend outward from the coast to such reasonable distance, taking in the neighboring islands and the points of the line where our merchantmen to and from China and the Pacific usually cross, as will best subserve one of the principal objects in maintaining a squadron in those waters—that is, the protection of our commerce.

The Department will, as briefly as practicable, submit a few leading instructions and suggestions for your guidance. The protection of our flag from insult and the property of our citizens from unlawful seizure are among your paramount duties. In the event of any outrage on our flag, improper interruption of our commerce, or oppression of our countrymen on shore, you will afford every protection, security, and relief consistent with the law of nations and the respect due to the existing authorities.

While exercising vigilance in protecting the commerce and guarding the interests and rights of our citizens abroad, be careful to avoid all occasions of unnecessary offense to the national and municipal authorities with whom you may have intercourse, and scrupulously observe the law of nations. In asserting our own rights we are in duty bound to respect the rights of others. There must be no encroachment upon the territorial jurisdiction of friendly powers.

The recent affair at Bahia between one of our cruisers and the rebel steamer *Florida* renders it important that you should exert yourself, without compromising the honor or dignity of the flag under which you are serving, to cultivate the friendship of Brazil and eradicate any unpleasant recollection which the people of that country may have in connection with that circumstance.

Reciprocate the courtesies of all public authorities and representatives of nations with which the United States are at peace.

The port and police regulations of the places you may visit are never to be lost sight of, and a violation of them must be studiously avoided by the vessels and the officers and seamen of your command.

The practice of communicating to the public through the newspapers, or any other medium, information concerning the future movements of our vessels of war, whether done by officers or seamen, is not conducive to the interests of the service and can not be countenanced. So far as the commanding officer himself is concerned, he can best judge of the propriety of making known to anyone not connected with his vessel the proposed movements thereof. Occasions may arise when it would be important for our ministers and other representatives abroad to communicate with our vessels of war, and the public interests might suffer should they not be able to do so. It is therefore advisable to keep them informed, confidentially if important, of the movements of the vessels, with a view of ready communication with them when necessary.

No authority is vested in our public ministers to direct or control the movements of our vessels of war, but it is due to their distinguished and important official positions that the commanders of such vessels should listen to their suggestions, and it is of great importance that these respective representatives in different spheres of duty of our nation should harmoniously cooperate in all proper measures tending to the advancement and welfare of their country.

The interests of our commerce, the discipline of the service, and the objects of the Government in maintaining a naval force in the waters of Brazil will be best subserved by showing the flag in prominent places at short intervals. The vessels of the squadron should not remain stationary or lie in port for any unnecessary purpose, or for any purpose that is not rendered important by the condition of affairs in that particular locality.

Although in these instructions the Department has prescribed the limits of your station, you are not expected to strictly conform to them in the event of rebel privateers appearing in the vicinity; on the contrary, if within reach you are expected to pursue them so long as there is reasonable hope of overtaking them, not going, however, beyond either cape, to Europe or Africa, or to the West Indies.

Economy in the use of coal by our vessels, on foreign stations particularly, is to be observed under ordinary circumstances or ordinary cruising. Steam power is to be regarded as an auxiliary under emergencies or for harbor service; steam power is essential and its use is not restricted.

I transmit herewith such general orders and circulars as have from time to time been issued by the Department. Your particular attention is called to the circular letter* of August 18, 1862, with regard to searching vessels and other subjects.

Keep the Department promptly advised of your movements and proceedings, and always communicate to it any suggestions that you may regard of importance to the service or the country that may occur to you, or that may be dictated by the state of affairs within the limits of your command.

Arrangements will be made by the appropriate bureaus for supplying you with stores and other necessary articles. On reaching your station and acquainting yourself with the condition of affairs there you can best judge where to make your headquarters, of which you will advise the Department; until then instructions and mails for the squadron will be sent to you at Bahia.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna, New York.

Order of the Secretary of the Navy to Commander Harrell, U. S. Navy, commanding U. S. S. Kearsarge, to proceed to Coruña, Spain, to assist in the interception of the C. S. ram Stonewall.

NAVY DEPARTMENT, *March 28, 1865.*

SIR: The U. S. S. *Kearsarge*, under your command, is to compose a part of the squadron to be established in European waters.

* See Vol. 1, p. 417.

As soon as she is in all respects ready for sea proceed with her with all possible dispatch to Coruña, Spain, for the purpose of cooperating with the *Niagara* and *Sacramento*, which vessels will attempt to intercept and capture the rebel ram *Olinde*, or *Stonewall*, should she be allowed to leave port.

Commodore T. T. Craven, of the *Niagara*, being the senior officer on the coast, you will report to him, show him these orders, and be governed by his instructions.

In the event of not finding Commodore Craven at Coruña, or of the ram being disposed of by destruction or otherwise, you will cruise on the coast from the English Channel to the Strait of Gibraltar for the protection of American interests and commerce, touching at such ports as your judgment may dictate.

You will bear in mind that your chief duty is to prevent the *Stonewall* or other rebel vessels from getting to sea and inflicting injury upon our commerce, and that your presence should be where that object can be best accomplished. If the *Stonewall* shall have eluded our vessels and sought some other port, you are authorized to follow her.

Be careful to observe the port and police regulations of such places as you may visit and to reciprocate the courtesies of friendly nations. Commit no hostile act in the waters, and do not infringe upon the territorial jurisdiction of neutral powers.

It is advisable that our ministers to the countries within the limits of your station should be apprised of your movements. No authority is vested in them to direct or control our vessels of war, but it is due to their distinguished and important official positions that their suggestions should receive consideration.

I enclose for your guidance a copy of the circular letter issued by this Department on the 18th of August, 1862, to commanders of United States cruisers, also a copy of the neutrality proclamation of her Majesty the Queen of England, for your observance.

For the present, letters for the *Kearsarge* will be sent to you at Lisbon, Portugal.

Keep the Department informed of your movements.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander A. D. HARRELL,
Commanding U. S. S. Kearsarge, Navy Yard, Boston, Mass.

The firing upon the U. S. S. Niagara by the fort at Lisbon, Portugal, March 28, 1865.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, transmitting correspondence regarding the firing upon that vessel from Castle Belem, in the harbor of Lisbon, Portugal.*

U. S. S. NIAGARA,
Funchal, Madeira, May 2, 1865.

SIR: For the information of the Department, I have the honor to enclose herewith the copy of a letter which I addressed to our minister at Lisbon on the 28th of March last, also copies of a correspondence between Mr. Harvey and the Duke de Loulé, upon the subject of the

* See abstract logs of *Niagara* and *Sacramento*, pp. 464–466.

firing upon this ship by one of the forts in the harbor of Lisbon on the day above mentioned; also the copy of a note addressed to myself by Mr. Harvey.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C., U. S. A.

[Enclosures.]

U. S. STEAM FRIGATE NIAGARA,
Lisbon, March 28, 1865.

SIR: With the view of shifting her berth farther up the river, so as to be nearer the usual landing stairs, at about 3:15 p. m. the *Niagara* was got underway and was about being turned head upstream when three shots were fired in rapid succession directly at her from Castle Belem.

Supposing that the officer commanding the fort might have been under the impression that I was in the act of following the pirate *Stonewall* out to sea, and had fired those guns as a warning not to proceed, I immediately ordered our flag to be dipped or hauled part way down, as a signal that his warning was understood, and that I did not intend to pass the fort; but, to my astonishment, so soon as those guns could be reloaded they were again fired at my ship, and this, too, when my flag was at half-mast and the ship's head was being rapidly turned upstream. The firing having then ceased for some three or four minutes, my flag was hoisted up to its place at the peak, when immediately a third volley of three shots was fired at us. At the moment when this last round was fired the port quarter of the *Niagara* was presented to the castle, and no one but an idiot could have imagined for a moment that there was any appearance of intention on my part to violate the pledge which I had previously given that I should strictly comply with the rule which required that twenty-four hours should elapse after the *Stonewall* had left port before I should attempt to follow her.

The officer who perpetrated this insult upon our flag can not invent the least possible excuse for his conduct, and I feel that I have only to submit this statement for your consideration in order to have the whole case presented to the Portuguese Government.

I have the honor to be, sir, very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. JAMES E. HARVEY,
Minister Resident of the United States of America, Lisbon.

LEGATION OF THE UNITED STATES,
Lisbon, Portugal, April 8, 1865.

MY DEAR SIR: In compliance with your request, I now communicate the official correspondence which passed between this legation and his Majesty's Government in regard to the act of violence perpetrated by the governor of Belem Castle upon the U. S. S. *Niagara.*

The national salute which was fired by Belem Castle on the 6th instant in honor of the flag of the United States was arranged personally, but formed an integral part of the reparation.

Very truly,

JAMES E. HARVEY.

Commodore CRAVEN,
U. S. S. Niagara, in the Tagus.

[Subenclosures.]

LEGATION OF THE UNITED STATES,
Lisbon, March 29, 1865.

SIR: The unpleasant duty is imposed upon me of bringing to the attention of his Majesty's Government an event which is officially reported by the letter of Commodore Craven, communicated herewith, and which, unexplained, assumes the nature of an act of war on the part of Portugal against the United States without notice, cause, or provocation of any sort. The facts of the case are so extraordinary that it is difficult to believe they could have occurred in a community governed by the laws and usages of civilized society.

The U. S. steamers *Niagara* and *Sacramento* arrived in this port on Monday afternoon, the 27th instant, and upon entering the harbor were verbally requested by some officer claiming to represent the naval authorities to anchor near Belem, as much anxiety and apprehension were entertained owing to the presence in the Tagus of the piratical cruiser *Stonewall*. Although the request involved considerable inconvenience, and was in no manner obligatory, it was at once respected and obeyed.

The two ships remained off Belem until about 3 o'clock yesterday afternoon, some five hours after the departure of the *Stonewall*. Commodore Craven then ordered them to be moved to the usual place of mooring vessels of war, which is more convenient for intercourse with the city. The *Niagara* was under the charge of a regularly licensed Portuguese pilot in making this change of position, and he alone directed her movements. As soon as the ship got underway to be turned, Belem Castle discharged three shotted guns in quick succession directly at the *Niagara*, without previous warning of any kind. As Commodore Craven supposed that this hostile and unwarrantable act proceeded from some misapprehension on the part of the officer commanding at Belem, the flag of the *Niagara* was immediately dipped or hauled partly down, a signal which is universally understood to express submission to the governing authority. The guns were reloaded and fired, in flagrant disregard of this token. The national flag of the United States was then hoisted at the peak, and while the bow of the ship was actually turned toward the city the guns of the castle again opened fire. These proceedings were witnessed by numbers of persons, and are verified in detail by the statements marked Nos. 2 and 3, which accompany this note.

Three of the shots struck the *Niagara* at different parts of the ship, and if no life was sacrificed it was not because the gunners at Belem Castle did not [do] their best, regardless of consequences. If the *Niagara* did not respond to this warlike demonstration, as she was, and is still, entitled to do, it may be attributed to the singular prudence and forbearance of Commodore Craven, who, with becoming humanity, wished to avoid the effusion of blood and to spare innocent persons from the penalty which they would have inevitably shared with the authors of this crime if the broadsides of the *Niagara* had once been opened upon Castle Belem. A state of actual war would have then been inaugurated, the consequences of which I do not permit myself to contemplate.

It is assumed with entire confidence that his Majesty's Government has in no way authorized or sanctioned the acts which are now presented to notice, though it is not easy to reconcile the fact of a military officer *at all* competent to command a post proceeding to such violent extremi-

ties without the consent or knowledge of his Government. But whether that officer acted with or without instructions, the actual responsibility is the same, though the moral aspect of it may be modified by explanation.

The facts of the case admit of no dispute and of no extenuation, whether the plea be misapprehension, hot zeal, or ignorance of duty. The amicable relations between Governments and the grave questions of peace and war are too momentous in themselves to be committed to the keeping of caprice, passion, prejudice, or partiality.

Entertaining the fullest conviction that his Majesty's Government will consider and treat this question with all due respect to the legal and moral obligations that are involved, I permit myself to anticipate with confidence that ample and immediate reparation will be made, and that his Majesty's Government will take pleasure in at once making known the terms with which its displeasure at these proceedings is to be visited upon whoever may have wronged its good intentions and offended the flag of the United States.

As it is desirable for both parties that a question of this character should not be allowed to hang in suspense, and as there is no necessity or reason for discussion, since the proof is conclusive, the hope is indulged that his Majesty's Government will find it convenient to signify its pleasure within forty-eight hours after the delivery of this note, in order that the decision may be made known to my Government by the British packet, which can be intercepted in Ireland on Sunday next by the telegraph.

In closing this communication I beg to assure your excellency of a sincere, earnest desire on my part to avoid any and every form of complication, and to strengthen friendly relations between the two countries in the most enduring manner.

I avail myself of this opportunity to reiterate the sentiments of my highest consideration and respect.

JAMES E. HARVEY.

His Excellency the DUKE DE LOULÉ,
Minister and Secretary of State for Foreign Affairs.

DEPARTMENT OF STATE FOR FOREIGN AFFAIRS,
March 31, 1865.

I received yesterday the note which you were pleased to address to me under date of 29th instant, calling the attention of his Majesty's Government to the disagreeable occurrence which on the previous day had taken place with the U. S. ships *Niagara* and *Sacramento*. You observe:

First. That these two vessels having entered the port of this capital on Monday, the 27th instant, it was verbally requested of them by a naval officer, in the name of the respective authority, that they would anchor near Belem, seeing there existed apprehensions and fears, owing to the steamer *Stonewall* being then in the Tagus, a request which Commodore Craven respected and obeyed, notwithstanding that it implied [caused] great inconvenience, and was not in any way obligatory.

Secondly. That both vessels remained at the point indicated to them until near 3 o'clock of the day before yesterday, nearly five hours after the starting of the *Stonewall*, the said commodore issuing then his orders to weigh anchor and proceed to the usual mooring ground of men-of-war, which is less inconvenient for communicating with the shore; but that

as soon as the *Niagara* commenced moving so as to turn round three shots in succession were fired directly at her, without any previous warning of any kind, from Fort Belem.

Thirdly. That Commodore Craven, supposing this hostile and unjustifiable act to proceed from some misapprehension on the part of the commander of the tower, immediately lowered his flag, as a signal universally acknowledged, to express submission to the constituted authority, but that, notwithstanding, they continued to fire on him in flagrant disregard of said signal, and that hoisting then the national flag of the United States at the peak, and when the bows of the *Niagara* were already turned toward the city, the firing was continued, three of the shots striking that ship in different points.

You add that you have full faith in the fact that his Majesty's Government in no way authorized or sanctioned the acts to which your said note refers, but that whether said officer acted under instructions or not the responsibility is all alike, however much its moral aspect may be modified by means of explanations, and you conclude by declaring that you confide in his Majesty's Government that it will not deny that prompt and complete reparation which may be due, and will hasten to make known its disapproval of the conduct of whosoever may have thwarted its good intentions and have offended the flag of the United States.

Taking into due consideration all that you have exposed, and assuring you that his Majesty's Government preserves unaltered its desire to maintain and strengthen every day more and more its friendly relations with the United States, it is my duty to add that the facts treated of in the note you were pleased to address to me yesterday shall not put a stop to this desire in presence of the following frank and loyal reply:

With respect to the first of the three above-mentioned points, it is my duty to say that in Portugal, as in all other civilized countries, it is the exclusive attribute of the national authority to regulate the police of its ports in such manner as may be judged most convenient.

To Commodore Craven were indicated, by the competent authority, the points in the Tagus where the two men-of-war *Niagara* and *Sacramento* should anchor. On this occasion Commodore Craven did not manifest the slightest wish to select any other anchorage, and nobody could have supposed that he did not consider as obligatory in the port of Lisbon that which is so in all military ports. Further, if Commodore Craven entertained any doubts on this head, it would have been natural for him to have requested information thereon from the authority who communicated to him said intimation; but no information was asked for, which shows that the point indicated and accepted as anchorage was considered obligatory.

With regard to the second point, it occurs to me to say that the authority who transmitted to Commodore Craven the indication as to the anchorage ground informed him at the same time that the *Niagara* and *Sacramento*, having entered the port of Lisbon, should not leave until after the lapse of twenty-four hours from the starting of the *Stonewall*, which was then in the Tagus waters.

Five hours had not yet elapsed since the *Stonewall* had weighed anchor and quitted the port when the *Niagara* and *Sacramento* began to move, keeping their bows turned toward the bar.

The *Niagara* gradually approached the Tower of Belem, and always with her bows in the same direction.

Notwithstanding that this vessel had anchored near the Portuguese corvette *Sagres*, whence had emanated the above-mentioned communications, Commodore Craven did not intimate either to the corvette or to the competent authorities the movement which he intended to exercise. It must be further added that if the *Niagara* had kept her moorings for a very short time longer the turn of the tide to the ebb would have placed her in a position to proceed to the new anchorage ground and to avoid the movement which gave rise to the shots from Belem Tower.

Through this concurrence of circumstances it was to be supposed that the movements of the two United States ships indicated the purpose of quitting the port of Lisbon.

I must call your attention very particularly to this point, because if Commodore Craven had manifested his desire to change his anchorage the authorities would not have opposed themselves to the carrying out of his wish, and all the subsequent events would have been avoided.

With reference to the last part of your note, I must bring under your consideration that, in conformity with international rights, his Majesty's Government could not and ought not to abstain from its duty of issuing the necessary orders to prevent by every means the sailing of the *Niagara* and *Sacramento* before the stipulated time.

In consequence of the first movements of the *Niagara* it became the duty of the governor of Belem Tower to order the firing so long as the ship did not indicate that her movements had not for their object the quitting the port of Lisbon, but immediately that Commodore Craven showed he had not such an intention and hastened to make a signal indicating submission to the warning given him, the governor of Belem Tower ought immediately to have ceased firing.

This did not happen, as the firing still continued after the *Niagara* had changed her direction, and receiving the last shot when she was already steering with her bows turned toward the city of Lisbon. Commodore Craven's prudence displayed in this last period is worthy of praise.

With that frankness and loyalty which guide the conduct of his Majesty's Government, and from which it never swerves, it is my duty to declare to you that the shots fired from the Tower of Belem subsequently to the moment in which the *Niagara* lowered her flag constitute a fact which his Majesty's Government deeply deplores, a fact which was completely independent of its will, and which is deserving of its disapproval, the conduct of the governor of Belem Tower, who went beyond the instructions communicated to him, being on his part worthy of reprimand.

Under these circumstances, his Majesty's Government considers that a reparation is due to the United States, and in conformity the governor of Belem Tower shall be dismissed without delay. His dismissal shall be published in the first order of the day of the army, and subsequently in the Diario.

This categorical explanation precludes any idea that, on the part of his Majesty's Government, there existed the remotest intention of offense to the flag of the United States.

But a very short time ago, in its conduct toward the *Stonewall*, did his Majesty's Government give evident proof to the United States of how much it has at heart the acting with justice and loyalty.

In virtue of the foregoing considerations, his Majesty's Government thinks that no doubt can exist regarding the sentiments which have

always animated it in continuing in good and amicable relations with the United States, and which it desires to strengthen more and more.

I avail of this opportunity to renew the assurances of my most distinguished consideration.

DUKE DE LOULÉ.

JAMES E. HARVEY, Esq.

LEGATION OF THE UNITED STATES,
Lisbon, April 6, 1865.

SIR: I have the honor to acknowledge the reception of your note of the 31st March, and to say that the explanations and reparation made for an act of unjustifiable violence toward the U. S. S. *Niagara* are accepted, though it would have been more agreeable to my Government if they had come spontaneously and without the necessity of an official representation, since the facts were notorious to the whole public, and their serious character demanded a prompt and thorough investigation by his Majesty's Government.

The privilege is reserved for another occasion of demonstrating, as can be done without the least difficulty, that the views advanced by his Majesty's Government in regard to the international rights involved in this question are in conflict with all the accepted principles of public law as applied to the status of Portugal.

And it is my incumbent duty to add that when your excellency assumes that "in consequence of the first movements of the *Niagara* it became the duty of the governor of Belem Tower to order the firing so long as the ship did not indicate that her movements had not for their object the quitting of the port of Lisbon," a grave responsibility is accepted and a doctrine is asserted which, with less moderation and prudence than were manifested on that particular occasion by Commodore Craven, might have provoked a very different state of facts from that which now happily exists. For had it been understood that his Majesty's Government considered the governor of Belem in "duty bound" to fire shotted guns at a ship of war of the United States without warning, precaution, or enquiry of any kind, it is quite sure that those shots would not have [been] accepted as evidences of the friendly assurances which have been protested so strongly.

On the high seas, when a ship of war desires to examine a suspicious vessel, a blank cartridge is fired as the first notification of the intended purpose. If that notice be disregarded, then at least one, and sometimes two, shotted guns are discharged across the bows, and as a last alternative a shot may be fired at the hull. The practice of all civilized nations has sanctified this usage as law. If this be the rule for the sea, how much more ought it to be the rule inside harbors, and especially toward the ships of war of friendly nations having rights to claim and responsibility to protect them against unworthy suspicion.

As a mere matter of practice, the firing of shotted guns is forbidden as a mode of warning, even when there is good reason to suppose a meditated wrong; and in the case of the *Niagara*, taking in view the positions which Portugal and the United States occupy toward each other under the laws of nations, that firing would be an act of deliberate and flagrant war, according to the doctrine described as a "duty" by his Majesty's Government in the paragraph already cited from your excellency's note.

The complete power of his Majesty's Government to regulate the police of the ports of the Kingdom has in no manner been questioned. That power is a natural attribute of sovereignty. But police regulations may not discriminate partially, and to the prejudice of friendly nations. Ships of war of the United States do not enter Portuguese ports upon mere sufferance, subject to the caprice, convenience, or orders of local subordinates. They come clothed with the rights guaranteed by treaty and the public law, which are fully reciprocated on the part of the United States. They carry with them wherever they go the ensign of nationality, and represent the dignity and honor of a Government which respects the rights of others and is competent to maintain its own. Those ships of war are specially instructed to manifest, and have always shown, the utmost respect and courtesy toward the authority of his Majesty's Government, giving a most signal proof of that disposition in the very case under consideration, by accepting and obeying the verbal request of an unknown subordinate to anchor at Belem, in the presence of the fact that a pirate or privateer was allowed to proceed without objection or restriction to the anchorage assigned to regular vessels of war. The United States claim the same privileges that are conceded to other nations in this respect, and when they involve indisputable rights they will be asserted.

I permit myself to hope that measures will be taken to prevent the recurrence of any such incident as that which has recently engaged attention, because it is not always possible to insure the same calm demeanor in presence of such great and serious provocation.

I avail myself of this opportunity to renew the assurances of my most distinguished consideration.

JAMES E. HARVEY.

His Excellency the DUKE DE LOULÉ,
Minister and Secretary of State for Foreign Affairs.

Letter from the U. S. minister to Portugal to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding reparation for the indignity to the United States flag.

Private.] LISBON, *March 31, 1865.*

MY DEAR SIR: I think it desirable, while the matter is pending to which you called my attention, that the crews of both our ships should keep as much on board as may be convenient with regard to the actual necessities. If you concur in this view, be pleased to give the necessary directions. I hope this partial restraint will terminate to-morrow, when an answer is expected from the foreign office to the representation* which was sent in yesterday. There is reason to believe that proper atonement will be made, but if either of your ships should be required outside temporarily, the *Sacramento* ought to be sent, since the presence of the *Niagara* is indispensable until the question is satisfactorily closed.

There are various rumors that the *Stonewall* is in or near the little bay of Cascães.

Very truly,

JAMES E. HARVEY,
[*U. S. Minister.*]

Commodore CRAVEN.

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* See p. 478.

Letter from U. S. minister to Portugal to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding reparation by the Portuguese Government for indignity shown to the United States flag.

LEGATION OF THE UNITED STATES, LISBON,
Wednesday Night, April 5, 1865.

SIR: The flag of the United States is to be hoisted over the Tower of Belem to-morrow (Thursday) at noon precisely, and to be saluted with twenty-one guns in token of reparation for an indignity offered to the U. S. S. *Niagara*, under your command, by the ex-governor of that fortification exceeding his instructions.

Courtesy and good feeling require us to reciprocate this public expression, and I will feel obliged if you will give the necessary orders to that effect.

Very respectfully,

JAMES E. HARVEY,
[*U. S. Minister.*]

Commodore CRAVEN,
U. S. S. Niagara.

Abstract log of U. S. S. Niagara, Commodore T. T. Craven, U. S. Navy, commanding, April 6, 1865.

April 6, 1865.—Lisbon, Portugal. At meridian the American flag was run up on Castle Belem and saluted with twenty-one guns, which salute was returned from this ship with the Portuguese flag at the fore.

Letter from the Secretary of the Navy to Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, transmitting dispatch regarding plot to seize a steamer.

NAVY DEPARTMENT, *March 29, 1865.*

SIR: I herewith transmit a copy of a dispatch addressed to the Secretary of State on the 11th instant by the U. S. consul-general at Havana and communicated to this Department, in reference to certain parties that are about to leave Cuba with the intention, it is suspected, of seizing, if possible, one of the steamers on the Western coast.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEO. F. PEARSON,
Commanding Pacific Squadron, Panama, New Granada.

[Enclosure.]

U. S. CONSULATE-GENERAL,
Havana, March 11, 1865.

Information has just come to me that the schooner *Transit* has cleared from this port for Truxillo, Honduras, under command of Captain Prince, and will convey as passengers Captain Charles Austin, Hank Jones, David Johnston, and Richard.

Prince is about 50 years of age, 5 feet and 10 inches high; gray hair and beard dyed; beard covering the chin only.

Austin is about 40 years of age, 5 feet and 10 inches high; dark hair and dark reddish beard, covering nearly the whole face and chin.

Jones is an engineer, about 5 feet 11 inches high, 36 years of age; dark hair and no beard and reddish mustache.

Johnston is an engineer, about 5 feet 8 inches high, 28 years old; no whiskers or mustache; with a red, freckled face.

Richard is an engineer, 38 years of age, 5 feet 10 inches high; black hair and beard; does not shave.

It is barely possible that these parties may not go in the *Transit*. My informant, however, feels certain that they will go in some way, and that their object is an attempt to seize some of our steamers on the West coast. There will be no direct communication between Havana and any port of Central America or the Isthmus until the beginning of next month. I have therefore sent this information to Collector Draper, of New York, with a request that he will communicate it to our consuls at Truxillo and Panama at the first opportunity.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM T. MINOR,
U. S. Consul-General.

Hon. WM. H. SEWARD,
Secretary of State, Washington, D. C.

Letter from the U. S. minister to Japan to Captain Price, U. S. Navy, commanding U. S. ship Jamestown, requesting conveyance to Yeddo, Japan.

LEGATION OF THE UNITED STATES IN JAPAN,
Kanagawa, March 30, 1865.

SIR: I regret to be obliged to state that my interview with the governor for foreign affairs having unsuccessfully terminated, I shall be obliged to ask you to take me to Yeddo on Tuesday, unless the goroju shall meanwhile, as I have asked them to do, send me a letter that they will guarantee my safety with the usual Japanese guard.

This I hope they will do, as the *Jamestown* is here, and they know their failure to give this assurance will not prevent my proceeding and residing in the capital. The sailing of the *Jamestown* before that time would enable them to throw obstacles in my way, which would prove prejudicial to the interests of the United States.

I have the honor to be, sir, respectfully, your most obedient servant,

ROBERT H. PRUYN,
Minister Resident in Japan.

Captain C. PRICE,
Senior Naval Officer, China and Japan Seas, etc.

Report of Commodore Godon, U. S. Navy, appointed to command Brazil Squadron, conveying thanks.

U. S. FRIGATE SUSQUEHANNA,
Off Navy Yard, New York, April 1, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th of March, informing me of my being selected to command the Brazil Squadron, and authorizing me to hoist the flag of an acting rear-admiral on reaching the northern limits of that station.

I beg leave to return my sincere thanks for the honor you have done me. I trust, sir, that my conduct in my command will justify the confidence the Department has seen fit to repose in me.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Commodore Godon, U. S. Navy, appointed to command Brazil Squadron, requesting permission to touch at Madeira en route to his station.

U. S. FRIGATE SUSQUEHANNA,
Off Navy Yard, New York, April 1, 1865.

SIR: In leaving the United States to reach my station on the Brazils I should stand well over to the eastward and avail myself of the N. E. and S. E. trade winds, to save coal and be in the line of vessels returning from the Pacific and China. My course would not be distant from Madeira.

I would respectfully request permission to stop at that island if I find it does not involve any considerable loss of time. This would allow me to stop at Teneriffe and the Cape Verde Islands, and might prove serviceable in the way of information as to the movements of rebel privateers, save coal, and require the greatest use of the sailing qualities of the ship.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the arrival of that vessel at Batavia, Java, in search of C. S. S. Shenandoah.

U. S. S. IROQUOIS,
Batavia Roads, Island of Java, April 1, 1865.

SIR: I have the honor to report the arrival of the *Iroquois* at Batavia from the Strait of Sunda, whither I had hastened the moment our repairs were completed at Galle, passing through the straits of Malacca and Banca, and touching for one day at Penang for coal, and for two days at Singapore.

I had hoped to find the *Shenandoah* at or near the Strait of Sunda, but upon my arrival there could give [gain] no intelligence later than that which I already possessed.

The chief engineer having reported that we could no longer use our boilers without danger of scalding our men, and that the engines were in a condition that made it imperatively necessary that they should be overhauled without further delay, I came to this place on the 15th *instant,* and have been diligently employed here in patching and plugging the boilers and in overhauling the engines.

I have obtained such aid as I could get from the shore, and the Dutch admiral has very kindly given me all the assistance in his power.

I hope in a few days to have the boilers fit for use, and to have the engines in excellent order.

I am in correspondence with our consuls at various points, from whom I shall receive information promptly; but we have to contend with a disposition upon the part of foreign merchants and merchant captains to spread false reports in regard to rebel vessels, which are speciously set forth with a view to create distrust and prevent our own merchant vessels from getting freights. These efforts are successful, and materially injure our freighting interests.

I hope to be ready to sail on the 6th of April, when the next mail will arrive, by which I shall probably receive information from Australia, British India, and China to guide my movements.

As I have been on shore here but twice, and then only to visit the authorities, by whom I was very kindly received, I can not say much concerning Batavia, but it does not impress me as a good place for supplies or a convenient anchorage.

The health of my crew is good.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Wachusett, regarding the repairs to that vessel at St. Pierre, Martinique.

U. S. S. WACHUSETT,
St. Pierre, Martinique, April 2, 1865.

SIR: When I last had the honor of addressing the Department I mentioned that I was preparing the spare topmast to send it up as a fore-topmast. The stick proved to be a miserable one, and merely in setting up the rigging it was carried away. It was best that I should not be obliged to depend on it when needed (and irreplaceable) at sea. But one spar of sufficient size could be found in Fort de France, and for that I was again indebted to Monsieur Dupré, who behaved so handsomely in regard to the coal. He charged for it the price estimated by the lowest appraiser ($140), two-thirds of the value assigned by the highest one. There is not a ship's carpenter on board, and I was obliged to submit to the vexatiously slow work of tropical workmen in getting out the topmast. Then all-a-taunto I got underway, but in standing out unfortunately got ashore, where I lay till the next tide. The French admiral, Bosse, very kindly lent me his submarine armor and experts in its use. They made a thorough examination of our bottom and reported about a quarter of a sheet of copper off. This they the next day replaced, and yesterday I came to this place to complete some unfinished business of the paymaster. We sail to-morrow for the African coast.

I beg leave to draw the attention of the Department to the very friendly courtesies of Admiral Bosse; indeed, of all the French authorities. The admiral told me that he had received such polite and kind attentions from Admiral Paulding when his ship was at New York last fall that it afforded him real pleasure to do all in his power for an American man-of-war.

The U. S. S. *Connecticut* arrived here yesterday from Guadeloupe, and, greatly to my surprise, I learned from Captain Boggs that there is a naval coal depot there. Will the Department permit me to suggest that Martinique is mentioned in my orders through a clerical error? I beg leave to say that I availed myself of the unavoidable delay here by giving the *Wachusett* a thorough overhauling and putting her in true seaworthy condition. She needed it greatly. Martinique is worse than New Orleans for sensational rumors and ridiculous canards. I feel assured that there has been no rebel cruiser in these waters for a long time past, but it is a favorite rendezvous for them, and I should not be surprised if the *Shenandoah* turned up hereabouts at any time.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding suspicious steamer Coatzacoalcos.

U. S. FLAGSHIP LANCASTER,
Panama Bay, April 3, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of the 20th ultimo, relative to a steamer called the *Coatzacoalcos*, which sailed not long since from New York for the Pacific.

I would respectfully state that I have ordered the commander of the steamer *Wateree* to remain in the ports of Central America, especially at Realejo, until he can learn something definite relative to the suspicious steamer said to be bound to some of those ports, and should she attempt to violate the neutrality of the United States to do his best to capture her.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, of deviation from Department's orders in response to instructions from U. S. minister to Brazil.

U. S. SHIP ONWARD,
Rio de Janeiro, April 6, 1865.

SIR: I have the honor to inform you that I received the order of the Department to return home at Montevideo on the 1st day of March, 1865.

Immediately proceeded on my way to the United States and entered the port of Rio to purchase provisions. I have been detained here some days by the American minister, and now he has given me an

order to proceed to St. Catharine's, which will detain us some ten or twelve days. Enclosed please find copies of two letters of Mr. Webb, American minister.

I am, sir, very respectfully, your obedient servant,

WM. H. CLARK,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

LEGATION OF THE UNITED STATES,
Petropolis, March 29, 1865.

DEAR SIR: By a letter from the U. S. consul at Rio, dated yesterday, I am advised of your arrival in that port. It is important that I should see you on public business, and I intended to ask you to come up here; but as you could not arrive until Friday evening, and my public duties require me to be in Rio on Saturday morning, I have to request that you will do me the favor to meet me at our consulate on Saturday at 10:30 a. m.

With great respect, your obedient servant,

J. WATSON WEBB.

Captain CLARK, Esq.,
Commanding U. S. Ship Onward.

LEGATION OF THE UNITED STATES,
Rio de Janeiro, April 4, 1865.

SIR: When you were here in November last I informed you that this legation had made an arrangement with the Government of Brazil, approved in Washington, that the ports of Brazil should in future be visited by one of our national vessels at least once in three months, and that I had called upon the commandants of the *Vanderbilt*, *Mohican*, *Sacramento*, *Wachusett*, and *Iroquois* to carry out this arrangement, all of whom, with the exception of Commander Collins, of the *Wachusett*, had cheerfully complied with the wishes of this legation and what they considered their duty and the interests of their country.

Since you sailed from here on the 9th of November, now nearly five months ago, it appears that you have not visited any Brazilian ports except Bahia and Santos.

I beg you to understand that so far as protection to our commerce against steamer privateers is concerned, I do not consider the presence of a sailing ship of the slightest value, but look upon her as a mere useless bill of expense, and ultimately a source of dishonor to the country by becoming a prize to the first steamer privateer she falls in with having a single gun of longer range than the sailing ship. We have therefore been utterly without protection on this coast for six months past.

But your ship the *Onward*, although only a sailing ship, can enable our Government to keep faith, in part at least, with Brazil, because our pledge requires a visit to the ports of Brazil at least once in three months by a United States vessel of war, which vessel must not necessarily be a steamer.

Our pledge to Brazil has not been redeemed of late, but we must do all in our power; and I consider it your duty, before going home, to visit St. Catharine's, and if your ship could get over the bar at Rio Grande

do Sul I should insist upon your going there, as our consul reports that a slave insurrection is almost certain, and begs that some national vessel may be sent to that port. Should you go to St. Catharine's, as I presume you will, I request that you will return here preparatory to visiting the northern ports of Brazil, if in the meantime no United States steamer should have arrived on this coast.

Very respectfully, your obedient servant,

J. WATSON WEBB.

WILLIAM H. CLARK, Esq.,
Commanding U. S. Ship Onward.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, regarding condition of three vessels of his command.

U. S. S. NEPTUNE,
Cape Haitien, April 6, 1865.

SIR: I have the honor herewith to enclose the reports of a board of survey, ordered by me, upon the U. S. steamers *Neptune*, *Nereus*, and *Galatea*.

I ordered this survey upon my conviction that neither of the vessels named would be fit to do service for any specified period, and believing it to be my duty to acquaint the Department with their particular and exact condition at the present time, which I believe and trust at least will meet with the approval of the Department.

The *Neptune* should not be employed again except in an urgent necessity. The condition of her boilers is such that a few days' steaming might render her unable to reach New York with her own power.

I hope that I may hear from the Department by the mail steamer of the 23d instant from New York.

Very respectfully, your obedient servant,

J. P. SANFORD,
Commander and Senior Officer, Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

Report of Commander Preble, U. S. Navy, commanding U. S. S. State of Georgia, regarding transfer of command.

U. S. S. STATE OF GEORGIA,
Port Royal, S. C., April 6, 1865.

SIR: I have the honor to report that, agreeably to the orders of Rear-Admiral Dahlgren, I have relieved Commander Stanly in the command of this ship, and shall steam from here to-day to carry out the instructions of the Department addressed to me on board the *St. Louis* February 15.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, of the arrival of that vessel at Bahia, Brazil, in search of the C. S. S. Shenandoah.

U. S. S. SUWANEE,
Bahia, Brazil, April 8, 1865.

SIR: I respectfully report the arrival of the *Suwanee* at this port on the 31st March, being seventeen days from Guadeloupe. The distance being great, I ran the ship with a view to the most economical expenditure of coal, using only 15 tons a day. I would have made the passage a day sooner but for my being caught in a gale of wind outside the harbor. During the heavy weather the ship behaved well, and proved herself a good sea boat. Ship carries at times a strong weather helm.

The bills of the ship have been very light.

I am glad to say that I find a very good feeling existing here toward our Government. I have taken means to hear from ports north and south of this, but can get no definite intelligence of rebel cruisers. There is a vague rumor that the *Shenandoah* has been seen to the southward of this. I shall of course keep a good lookout as I go south. I shall go to sea at daylight on the 10th instant, and touch next, probably, at Montevideo.

I have the honor to be, sir, your very obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, of the cruise of that vessel in West Indian waters.

U. S. S. CONNECTICUT,
Cumana, Coast of Venezuela, April 12, 1865.

SIR: I have the honor to inform the Department that since leaving St. Thomas on the 21st day of March, 1865, I have visited the island of Santa Cruz [St. Croix], St. Christopher, Guadeloupe, Dominica, Martinique, St. Lucia, and Barbados.

At Pointe à Pitre, Guadeloupe, March 27, 1865, I received on board 130 tons of Government coal stored there.

The U. S. consul informs me that 3,000 tons are still remaining.

At St. Pierre, Martinique, April 1, 1865, I communicated with the U. S. S. *Wachusett.* She had coaled and obtained a new fore-topmast at Fort de France.

I arrived at this place April 11, 1865, for the purpose of taking advantage of its smooth anchorage to blow down the boilers and make some necessary overhauling of the engine and repairs on the boilers.

Since leaving the United States I have not heard of or obtained any information respecting any rebel cruisers being in these waters or in its neighborhood.

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, transmitting correspondence with the governor of Barbados regarding repairs to that vessel.

U. S. S. CONNECTICUT,
Cumana, April 12, 1865.

SIR: I have the honor to enclose for the information of the Department a letter from his Excellency James Walker, the governor of Barbados, and copies of my letters to his excellency.

On the morning of April 8, being close in under the land, standing in for the anchorage, I observed two large English steam vessels of war, well out to sea, one with an admiral's flag at the fore.

Soon after anchoring, and before I had communicated with the shore, the frigate in the offing, named the *Aurora*, commanded by Sir F. Leopold McClintock, stood in and anchored, and immediately sent a boat on board, with the usual offers of assistance, etc., and a request from Captain McClintock that I would at once, in company with the officer that boarded me, call on the governor of the island. I named to the officer some repairs I wished to make on my engine that would necessitate my remaining at anchor for a few days, and declined availing myself of his offer to call with me on the governor, informing him that I should call on the U. S. consul to accompany me on such a visit.

The officer then left for his vessel, returning again in a few minutes, requesting me with great pertinacity to call with one of the officers of the English frigate on the governor. This I again declined in the same language as on his former visit.

I was then requested to give him a memorandum of my object in calling at the port, for the information of the governor, to whom he would immediately take it. I then wrote the letter marked A, and at 3 p. m. received his reply, marked B. I immediately dispatched my reply, marked C, through the U. S. consul.

As the governor lived some miles in the country, and it was raining heavily, my early departure the next morning prevented my calling on his excellency the governor of the island of Barbados.

The flagship of Sir James Hope and the frigate *Aurora*, Captain McClintock, had sailed from Barbados at daylight on the morning of my arrival. Sir James Hope being a well-known sympathizer with the rebel authorities, it is a reasonable surmise that the frigate returned to port for the express purpose of influencing my stay at the island.

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

U. S. S. CONNECTICUT, *April 8, 1865.*

The U. S. S. *Connecticut*, under my command, having anchored at this place, I find it necessary to remain a few days for the purpose of overhauling the piston and feed pump of the engine, and trust that no objections can be made.

Very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

His Excellency the GOVERNOR OF BARBADOS.

B.

GOVERNMENT HOUSE,
Barbados, April 8, 1865—2 p. m.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, in which you apprise me of your visit here and of your wish to remain a few days for the purpose of overhauling a portion of your machinery.

If I am to understand from your letter that your machinery is not in a state to enable you to go to sea, it would be impossible for me to object to your request; but you know, of course, the instructions under which both you and I act, and it will be necessary for you, therefore, before I can give my sanction to your staying here longer than twenty-four hours, to give a definite assurance of your inability to proceed to sea at the termination of that time, and as to the period within which it would be possible for you to execute the necessary repairs.

I have the honor to be, sir, your obedient servant,

JAMES WALKER.

Captain BOGGS,
U. S. S. Connecticut.

C.

U. S. S. CONNECTICUT,
Barbados, April 8, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of this date, in reply to mine of same date, informing you of my arrival at this port and wish to remain a few days for the purpose of overhauling my machinery. Your letter virtually refuses the permission requested, inasmuch as it requires me to give "a definite assurance of my inability to proceed to sea at the termination of twenty-four hours."

This I can not do, as an American ship of war can always go to sea in some manner.

I shall do this although, with risk to my vessel and machinery.

Regretting that the national hospitality of remaining at anchor for the purpose named in my letter of this morning is refused, I have the honor to inform you that I shall depart from this port to-morrow at 10 a. m.

I have the honor to be, sir, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

His Excellency JAMES WALKER,
Governor of Barbados.

Order of the Secretary of the Navy to Commander Sanford, U. S. Navy, commanding convoy fleet, regarding strict observance of neutrality regulations.

NAVY DEPARTMENT, *April 12, 1865.*

SIR: The U. S. consul at Nassau, in a dispatch dated the 23d ultimo, addressed to the Secretary of State, encloses copies of letters received by him from the governor of Nassau in relation to alleged infractions of the Queen's neutrality proclamation by the commanders of the Nep-

tune and *Galatea*. It is represented that those vessels arrived in the roadstead off Mathew Town, Inagua, and had frequent communication with the shore and none whatever with the local authorities.

The Department calls your attention to these irregularities, and directs that in future the conditions of her Majesty's proclamation be carefully complied with. The vessels under your command should not anchor in the waters of Great Britain, or make use of the ports and harbors thereof, without permission from the authorities, under existing circumstances.

Copies of the proclamation are herewith enclosed.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander J. P. SANFORD,
Commanding U. S. S. Neptune,
and Senior Officer Convoy Fleet, West Indies.

Report of Commander Harrell, U. S. Navy, commanding U. S. S. Kearsarge, of the sailing of that vessel.

U. S. S. KEARSARGE,
Boston Harbor, April 14, 1865.

SIR: I have the honor to report that I have sailed, in obedience to the orders of the Department of 28th ultimo.

The paymaster only received his money this morning.

I have the honor to be, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the search for suspicious vessels in those waters.

U. S. FLAGSHIP LANCASTER,
Acapulco, Mexico, April 16, 1865.

SIR: I have the honor to report that I left Panama on the 7th of April and arrived here to-day, having pursued the track of the steamers of the Pacific Mail Steamship Company, hoping that I might meet one or more of the suspicious vessels said to be bound to the Pacific, and if so, of course intending to capture the treasure ships of said company.

I, however, saw but two vessels on the passage, the *Wateree*, which I ordered into the ports of Central America until further orders, after coaling at Panama, and the *Farrallones*, storeship, on her way to Panama. The *St. Mary's* is now, or should be, in Callao, attending to American interests there, and the *Cyane* is at Panama for the same purpose. I found the *Saranac* here, and as the French are again expected to occupy Acapulco, it will be necessary for her to remain here.

A steamer is very much needed to remain permanently in the Gulf of California, but I have none which I can send there without neglecting more important duties. I hope, however, soon to have several fast steamers sent here by the Department.

I expect to be able to leave this place for San Francisco after coaling and receiving the mail.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Preble, U. S. Navy, commanding U. S. S. State of Georgia, of the arrival of that vessel at Aspinwall, New Granada.

U. S. S. STATE OF GEORGIA,
Aspinwall, New Granada, April 16, 1865.

SIR: I have the honor to report the arrival of the *State of Georgia* at this anchorage, after a passage of ten days from Port Royal, S. C. All well.

On the 7th instant we overhauled and boarded at 1 a. m. the British steamer *Emma Villerau*, from New York, bound for Havana. She was evidently built for blockade running, but her papers were all correct.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting extract regarding mock sale of the steamer Georgian.

DEPARTMENT OF STATE,
Washington, April 17, 1865.

SIR: I have the honor to transmit herewith for your information an extract from consular dispatch No. 21, from the U. S. consul at Toronto, relative to movements and designs of rebel desperadoes and pirates temporarily residing in Canada, and beg respectfully to invite your careful attention to the consideration of the information therein communicated.

I have the honor to be, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Extract.]

U. S. CONSULATE,
Toronto, April 7, 1865.

SIR: * * * The sale of the steamer *Georgian*, which was transferred to G. T. Denison, the account of which I communicated to the Department in dispatch No. 5, was a mock sale; that the money for the purpose was furnished, in the first place, by Colonel Thompson, but that some difficulty occurring between Dr. Bates (the purchaser) and Thompson, the boat was taken out of Bates's hands and transferred to this G. T. Denison. The boat was now lying at Collingwood [Ontario], and was being altered for the purpose, as it was said, of carrying more

freight, and that a new mast was being put in her. She was intended to sail among the fishing vessels of the United States to attack and destroy them. Many parties had left Toronto and gone up to Collingwood and its vicinity who designed to ship as a crew; that the ostensible owner (Denison) was to go in the boat at the time she was to leave for the fishing banks, and was to be set ashore by the crew, so that in the event the boat should be taken by the United States he might claim her back as having been forcibly taken out of his possession. Larry McDonald was to sail in her, but whether to command her or not he could not say.

The boat was to sail within ten or fifteen days, but her first trip would be to Owen Sound [Ontario] and other places, for freight.

* * * * * * *

Enclosed I transmit a copy of a letter from Mr. Bennett Burley to Dr. Bates, the purchaser of the steamer *Georgian*, referring in distinct terms to the manufacture of torpedoes and Greek fire. A copy of this letter I have sent to Mr. Russell, U. S. district attorney, Detroit. The original is in possession of Mr. Harrison. It was given to Mr. Harrison by Hyarns. I have just seen Mr. Spence, and he informs me that he seized the steamer *Georgian* yesterday. Copy of letter enclosed from on steamer *Georgian*.

With great respect, I am, your obedient servant,

D. THURSTON,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State, Washington.

[Subenclosure.]

GUELPH [ONTARIO, CANADA],
October 17, 1864.

MY DEAR SIR: Everything is going ahead finely, and I anticipate having the things finished early, perhaps this week; anyhow in the fore part of next. Probably I will be in Toronto on Wednesday. Be about, so that I can run you off down here; and I presume you will like this place. Has Colonel T. [Thompson] been able to procure the article? What about the G. F. [Greek fire]? I forgot to ask you if the composition does not require some time to saturate before it can be used. Inform. Please also send me a dozen of the finest waterproof caps along of Mr. McDonald's parcel. They are for the troops. Mr. M. will likely acquaint you that an alteration has been made in the Gren [sic] form. I will show you a pattern when we meet.

Sincerely, yours,

BENNETT BURLEY.

Dr. S. B. [JAMES T.] BATES,
Toronto.

Address just Adam Robertson, founder, Guelph.

Report of Commander Godon, U. S. Navy, commanding U. S. S. Susquehanna, regarding orders for that vessel.

U. S. S. SUSQUEHANNA,
Off Battery, New York, April 18, 1865.

SIR: I have the honor to report the *Susquehanna* will be ready for sea by Saturday morning. I make this communication thus early that the Department may furnish me with any further instructions if desirable.

I propose stopping at St. Thomas and Barbados to keep my coal up.
I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, of the arrival of that vessel at Curaçao, West Indies.

U. S. S. CONNECTICUT,
Island of Curaçao, April 19, 1865.

SIR: I have the honor to report my arrival at this port, having left Cumana April 13, 1865, and La Guayra April 17, 1865, where I communicated my arrival to the U. S. minister resident at Caracas.

I am now engaged in taking in coal, and shall leave at as early a date as possible for Carthaginia [Cartagena].

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Russell, U. S. Navy, commanding U. S. ship Cyane, transmitting communication from U. S. minister to Peru regarding the movements of the C. S. S. Shenandoah.

U. S. SHIP CYANE,
Panama, April 21, 1865.

SIR: I enclose a communication received from the minister at Lima to Admiral Pearson. As far as I can learn, there is no reason to believe that she is on this coast. I will keep the Department informed of any information that I may receive in regard to her.

Very respectfully, etc.,

JNO. H. RUSSELL,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

LEGATION OF THE UNITED STATES,
Lima, April 11, 1865.

SIR: I transmit for your information a translation of an item of news which appeared in the Comercio of the 7th instant, a paper published in this city.

Extract from the Sydney Morning Herald of the 27th of January, 1865.

Immediately after the *Shenandoah* anchored her first lieutenant presented himself to the Government and solicited himself permission to take in coal and to repair some damages. As yet an official reply has not been given, but it is said the Government will permit her to remain ten days in port.

It is asserted that Captain Semmes is on board and commands the ship, as also the officers, including Lieutenant Waddell, who were on board the *Alabama*.

Among the prisoners on board are some ladies, who have obtained permission to come on shore. There is no doubt that this ship was formerly the *Sea King*, since this name is still on the stern, the word *Shenandoah* having been painted above it. The ships destroyed during her cruise have been the *Alina, Charter Oak, Godfrey. Susan, Lizzie M. Stacey, Edward*, and *Delphine*. The *Kate Prince*, bound to an Engl port, was taken and released on bond.

It would be seen from the above paragraph that this rebel pirate was at Melbourne, Australia, on the day of the date of the extract, and preparing to continue the work of destroying our commerce in those seas.

There is little news from the south of Peru respecting the progress of the revolution. The southern provinces, with the exception perhaps of Içа, are in arms against the Government. Callao and Lima are still quiet.

I am, sir, your obedient servant,

CHRISTOPHER ROBINSON.

Rear-Admiral GEORGE F. PEARSON,
Comdg. Naval Forces of the United States in the Pacific Ocean.

Order of the Secretary of the Navy to Commander Sanford, U. S. Navy, commanding convoy fleet, regarding disabled vessels of the fleet.

NAVY DEPARTMENT, *April 21, 1865.*

SIR: The Department has received your No. 13, dated the 6th instant, relative to the condition of the three steamers on convoy service.

All three of those vessels will be relieved as soon as others can be gotten ready to supply their places. An order will be sent to-day to Commodore T. H. Patterson, at Port Royal, to proceed with the *James Adger* to Mariguana and report to you. On the arrival of the *James Adger* you will take command of her, transferring Commander Patterson to the *Neptune*, with instructions to him to proceed with her to New York.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander J. P. SANFORD,
Comdg. U. S. S. Neptune, Senior Officer Convoy Fleet, Mariguana.

Order of the Secretary of the Navy to Commander Sanford, U. S. Navy, commanding convoy fleet, regarding exchange of vessels under his command.

NAVY DEPARTMENT, *April 21, 1865.*

SIR: The *Tahoma*, Lieutenant-Commander W. P. McCann, at New York, and the *Seneca*, Lieutenant-Commander E. K. Owen, at Norfolk, have been ordered to proceed to the Mariguana Passage and report to you, to supply the places of the *Nereus* and *Galatea*. These two latter-named vessels on being relieved will proceed to New York.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander J. P. SANFORD,
Commanding U. S. S. Neptune,
and Senior Officer of Convoy Fleet, Mariguana.

Order of the Secretary of the Navy to Lieutenant-Commander McCann, U. S. Navy, to report to Commander Sanford, U. S. Navy, for duty in the convoy fleet.

NAVY DEPARTMENT, *April 21, 1865.*

SIR: The orders to you to proceed with the *Tahoma* to the Eastern Gulf Squadron are hereby revoked. The moment she is prepared for sea

proceed with her to the Mariguana Passage and report to Commander J. P. Sanford, senior officer of the convoy fleet, and in command of the *Neptune*.

The coal depot of the fleet is at Cape Haitien, where you may find Commander Sanford in the event of your not falling in with him elsewhere. The *Tahoma* is designed as the relief of the *Nereus* or *Galatea*, as Commander Sanford may direct.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander WILLIAM P. MCCANN,
Commanding U. S. S. Tahoma, New York.

Order of the Secretary of the Navy to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Seneca, to report to Commander Sanford, U. S. Navy, for duty in the convoy fleet.

NAVY DEPARTMENT, *April 21, 1865.*

SIR: Proceed with the U. S. S. *Seneca* to the Mariguana Passage and report to Commander J. P. Sanford, commanding the *Neptune*, and senior officer of the convoy fleet. Should you not fall in with Commander Sanford in the passage, you may find him at Cape Haitien, the coaling station of the fleet. The *Seneca* is designed as the relief of the *Galatea* or *Nereus*, as Commander Sanford may direct.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander E. K. OWEN,
Commanding U. S. S. Seneca, Norfolk, Va.

Order of the Secretary of the Navy to Commander Patterson, U. S. Navy, to report to Commander Sanford, U. S. Navy, for duty in the convoy fleet.

NAVY DEPARTMENT, *April 21, 1865.*

SIR: Proceed with the U. S. S. *James Adger* to Mariguana Passage and report to Commander J. P. Sanford, senior officer of the convoy fleet. On falling in with Commander Sanford he will take command of the *James Adger* and transfer you to the *Neptune*, which latter vessel you will proceed with to New York.

Very respectfully, etc.

G. WELLES,
Secretary of the Navy.

Commander T. H. PATTERSON,
Commanding U. S. S. James Adger, Port Royal, S. C.

Report of Commander Preble, U. S. Navy, commanding U. S. S. State of Georgia, regarding condition of affairs on the Isthmus of Panama.

U. S. S. STATE OF GEORGIA,
Aspinwall, New Granada, April 26, 1865.

SIR: I have the honor to report that, in compliance with your order, I have communicated by writing with our minister at Bogota and

informed him of the substance of my instructions. I am informed it will be a month before I can expect to receive his acknowledgment of my communication.

At the present moment there are no disturbances on the Isthmus, or any attempt to collect illegal taxes, which might call for interference.

On the receipt of the glorious news of Lee's surrender by the *Costa Rica* on the 21st instant I dressed ship and fired a national salute, and in the evening burned a few fireworks in honor of that great event. After the departure of the mail steamer to-day I propose getting underway to show our flag at Cartagena and Puerto Bello, returning to this anchorage before the arrival of the next packet.

Our consul at this port, F. W. Rice, esq., will take passage and return with me.

I enclose a Panama paper which contains the provisions of the new and very important treaty all but concluded between the Panama Railroad Company and the United States of Colombia, by which the States of Colombia concede to the Panama Railroad Company the proprietorship in perpetuity to the railroad between Colon and Panama.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to the commandants of navy yards to make preparations against an attack by the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: The rebel ironclad ram *Stonewall* left Teneriffe, where she was supplied with coal, on the 1st of April, and steamed rapidly away to the south. This information comes directly from the U. S. consul at that port, and the destination of the ram is believed to be our own coast. Every precaution should be taken to guard against surprise and thwart the ram in her efforts to inflict injury, should she appear on the coast near you.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Commodore J. F. ARMSTRONG,
Commandant Navy Yard, Pensacola, Fla.
Commodore T. A. DORNIN,
Commandant Naval Station, Baltimore, Md.
Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.
Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Washington, D. C.
Commodore J. B. HULL,
Commandant Navy Yard, Philadelphia, Pa.
Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.
Rear-Admiral S. H. STRINGHAM,
Commandant Navy Yard, Boston, Mass.
Commodore T. BAILEY,
Commandant Navy Yard, Portsmouth, N. H.

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, to make preparations against an attack by the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: The U. S. consul at Teneriffe reports the departure from that port on the 1st instant of the rebel ram *Stonewall.* It is not unlikely that her destination is some point on this coast, and it is therefore important that all the available formidable force at our command should be in readiness to prevent her inflicting injury should she attempt it, and to capture or destroy her.

Be pleased to see that all means are used in hurrying forward the ironclad vessels under your superintendence.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,
New York.

Order of the Secretary of the Navy to Commodore Rodgers, U. S. Navy, commanding U. S. monitor Dictator, urging the preparation of that vessel for protection against depredations by the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: Information has been received from the U. S. consul at Teneriffe of the departure from that place on the 1st instant of the rebel ram *Stonewall.* She obtained there a supply of coal and steamed away rapidly to the south. It is not unlikely that she is destined for some point on our coast.

The Department directs that you will communicate with Captain Ericsson and learn when the *Dictator* will be ready for her crew, and inform the Department. It is of very great importance that such formidable force as we command should be in readiness to prevent the ram inflicting injury, should she attempt it, and to capture her.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, New York.

Order of the Secretary of the Navy to the commandant navy yard, New York, urging preparation for protection against depredations by the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: Have the *Roanoke* prepared fully for harbor defense, and hurry forward the work on the *Miantonomoh.* The departure of the ram *Stonewall* from Teneriffe, as is supposed, for our coast renders it important that all the available formidable force at our command should be in readiness to prevent her inflicting injury, should she attempt it, and to capture or destroy her. Say when these vessels will be ready.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of the Secretary of the Navy to the commandant navy yard, Portsmouth, N. H., urging preparation for protection against depredations by the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 28, 1865.*

SIR: Hurry forward the work on the *Agamenticus*, and let the Department know when she will be ready for service.

The departure of the ram *Stonewall* from Teneriffe, as is supposed, for our own coast renders it important that all the available formidable force at our command should be in readiness to prevent her inflicting injury, should she attempt it, and to capture or destroy her.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commodore T. BAILEY,
Commandant Navy Yard, Portsmouth, N. H.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, of the arrival of that vessel at Montevideo, Uruguay.

U. S. S. SUWANEE,
Montevideo, April 28, 1865.

SIR: I have the honor to report to you my arrival here on the 20th instant, in nine days from Bahia. No definite information can be had here of the *Shenandoah*. It is believed that she crossed over some time since to the Cape of Good Hope, and that the *Iroquois*, Captain Rodgers, has followed her there.

Large numbers of Brazilian troops are here, and are being sent up the river in their ships of war for the purpose of attacking Paraguay. I am engaged in coaling ship, and will go to sea on the 1st day of May. It is my intention to go through the Strait of Magellan and the straits on the west coast of Patagonia as far as the Gulf of Peñas. I hope to be in Valparaiso before the 1st of June.

I am, sir, very respectfully, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Wachusett, of the arrival of that vessel at Cape Verde Islands, cruising in search of the C. S. S. Shenandoah.

U. S. S. WACHUSETT,
Porto Grande, San Vincente,
Cape Verde Islands, April 29, 1865.

SIR: I have the honor to report the arrival of the *Wachusett* at this port to-day, after a passage of a little over twenty-five days from Martinique. We were about four days under steam and twenty-one days under sail alone. Our average has been about 150 miles a day; our total consumption of coal (banked fires and steaming) since leaving *Martinique*, about 115 tons.

Just before we left St. Pierre a steamer with mails from England arrived. She brought news of the arrival of the *Shenandoah* in Australia. I can not believe that she will long remain in the Indian seas after she shall have received information of the almost certainly disastrous crisis menacing the existence of the rebel Government at home. She must return—to England, perhaps, like the *Georgia*—or, if she remain, she may turn pirate outright—a not improbable contingency, considering that for the past four years her commander, officers, and crew have been educating themselves in a school of practice that ignores courts and tribunals as completely as did Captain Kidd when he abandoned the occupation of a pseudo man-of-war in order to reap the richer gains of open piracy in those very Indian seas whither the *Shenandoah* has gone. Australian gold ships are more valuable than the tawdry jewels and scanty treasure of a petty Indian prince.

To go to Loanda would delay my arrival at the cape a month later than we would reach that point by running down the trades. Taking all these points into consideration, I feel that it is my duty to proceed to the cape direct, and I sincerely hope that the Department will sustain me in this decision, although it may seem to conflict with the letter of my orders regarding Loanda.

In this trust, I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding Wachusett.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

It was desired that he should touch at Loanda to take some of our coal at that place.

[G. V. FOX.]

Letter from the Secretary of the Navy to the Acting Secretary of State, relative to the C. S. ram Stonewall.

NAVY DEPARTMENT, *April 29, 1865.*

SIR: I have the honor to return herewith dispatches Nos. 180, 181, and 182, from the U. S. minister at Madrid, relative to the rebel ram *Stonewall*, which were transmitted to me with your letter of the 22d instant, and in doing so desire to refer briefly to a few leading points in connection with that vessel, inasmuch as Mr. Perry expresses regret that it has not been in the power of the Navy Department to send out an adequate force to control her movements. It seems important that I should do so, in order that our minister may be advised of—and it is hoped may appreciate—the motives and causes which have operated to prevent the appearance in European waters of an adequate force to control the movements of rebel cruisers and ironclads constructed and fitted out in professedly neutral ports.

First. So much has been written to induce the impression that the *Stonewall* would never be in the way to accomplish her purposes that it may not be considered a matter of surprise that an adequate force was not sent out to control her movements.

Second. After passing into the hands of the Danish Government that vessel was pronounced unseaworthy and unsuited for the purposes for which she was designed, and repeated intimations of her unseaworthiness have been communicated since.

Third. Assurances were given that she would not be permitted to receive reenforcements, without which she would not have had a fighting crew, and it seems that, although orders were given to take those reenforcements out after they were received, those orders were not executed. It is to be regretted that the reenforcements were allowed to be received.

Fourth. Further assurances have been given that the *Stonewall* would not be allowed to leave European waters.

Fifth. It has been often stated that she was incapable of crossing the ocean, and her incapability of encountering heavy weather and rough seas appears to have been given as the ground for permitting her to run in and out of Ferrol on different occasions.

Sixth. Little advantage could be derived from dispatching vessels to the European coast to watch the movements of rebel vessels so long as the twenty-four-hour rule is enforced.

Seventh. If the *Stonewall* can not cross the Atlantic she will do us little harm, as her field for operations is limited and her career must of necessity be short.

Eighth. Should she prove capable of crossing the ocean and is likely to do so, our ironclads will render much better service here than they could in Europe. American waters are where an adequate force should be found to contest the movements of the *Stonewall* to prevent her from inflicting serious injury and to capture or destroy her.

Ninth. Our formidable vessels have been constantly and actively engaged on our own coast, and have been rendering much better service here than they could abroad. They have been instrumental in reducing the works on the rebel coast and opening rebel ports to Federal occupation. After such prolonged and severe service, extensive repairs are indispensable.

Tenth. Had it been believed that the *Stonewall* would have been allowed to leave European waters fully armed, manned, and equipped, or that any great advantage could have been gained by sending an adequate force abroad to control her movements, or rather to watch them (as her movements could not well be controlled under the twenty-four-hour rule), the vessels most suitable for the service were otherwise engaged, and most profitably so.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Report of the commandant navy yard, Portsmouth, N. H., of the readiness of U. S. S. Agamenticus to meet the C. S. ram Stonewall.

COMMANDANT'S OFFICE, NAVY YARD,
Portsmouth, N. H., May 1, 1865.

SIR: I this morning received your two communications of the 28th ultimo in relation to the rebel ram *Stonewall* and the work on the *Agamenticus.*

The *Agamenticus* is ready for her officers, and she is being fitted for service with all possible dispatch.

I have placed her temporarily in command of Lieutenant-Commander C. H. Cushman, and am detailing other officers for temporary duty on board of her.

I expect to have her in condition to proceed to the lower harbor on Wednesday next, ready to meet the *Stonewall*, should that vessel make her appearance.

I have the honor to be, your obedient servant,

T. BAILEY,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of the commandant navy yard, Boston, regarding vessels on that station available for defense against the C. S. ram Stonewall.

COMMANDANT'S OFFICE, NAVY YARD,
Boston, May 1, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 28th ultimo, in relation to the rebel ram *Stonewall.*

We have at this yard ready for immediate temporary service for harbor defense, with crews detailed on board the *Ohio*, etc., the iron-clad *Squando* and the *Circassian*, which vessels can be got underway as soon as steam can be made on them.

The *Dacotah* will be ready for steam in about fifteen days, and the *Mohican*, if the work on the hull, which has just been commenced, is suspended, can be made ready for temporary service in a very short time.

The batteries of the *Ohio* and yard are in readiness if required.

I would suggest to the Department the propriety of having a double-turreted monitor stationed at this port for harbor defense.

I am, respectfully, your obedient servant,

S. H. STRINGHAM,
Commandant.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, regarding preparation of torpedo boats for service against the C. S. ram Stonewall.

NAVY DEPARTMENT, *May 1, 1865.*

SIR: In its letter respecting the rebel ram *Stonewall* the Department omitted to direct you to have the torpedo vessels prepared for service. This is important, and the matter should receive attention.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,
New York.

Order of the Secretary of the Navy to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus, to proceed with that vessel to the coast of Maine for the protection of commerce.

NAVY DEPARTMENT, *May 2, 1865.*

SIR: Proceed with the *Sassacus* to the coast of Maine, touching at the most eastern ports, to watch and protect the interests of our com-

merce against the movements anticipated from parties in New Brunswick, of which you may be able to gather more satisfactory information on reaching the locality indicated. Keep the Department advised of your movements.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander JOHN L. DAVIS,
Comdg. U. S. S. Sassacus, North Atlantic Blockading Squadron.

Letter of Acting Volunteer Lieutenant Gorringe, U. S. Navy, commanding U. S. S. Monticello, asking to be sent in search of the C. S. ram Stonewall.

U. S. S. MONTICELLO,
Chesapeake Bay, May 2, 1865.

SIR: I have the honor to submit the following:

The latest information received with regard to the rebel ram *Stonewall* is that she is making for the West Indies. As this vessel is prepared with torpedoes, and in good order, and can carry twenty days' fuel, full steaming, I respectfully volunteer to seek the ram and endeavor to sink her. The number of relations and acquaintances, with my knowledge of the different passages among the islands, would enable me to obtain early information of her movements and facilitate me in meeting her.

I have prepared a torpedo for using on the bow of the first cutter should an opportunity offer, and believe that, with one or other, we will not fail to sink her.

As there is nothing more for the Navy to do at home, I would give anything for this the last chance of adding glory to its record and being of some service to our country before the war closes.

I know of no one else to obtain it for me, and truly hope I have not erred in asking it.

I have the honor to be, very respectfully, your obedient servant,

HENRY H. GORRINGE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Washington, D. C.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, of the arrival of that vessel at Aspinwall, New Granada.

U. S. S. CONNECTICUT,
Aspinwall, New Granada, May 2, 1865.

SIR: I have the honor to inform you that I left Curaçao on the 27th and arrived at Cartagena on the 29th ultimo. I remained there forty-eight hours, leaving that port for Aspinwall, arriving here this p. m.

I have the honor to be, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Harrell, U. S. Navy, commanding U. S. S. Kearsarge, regarding the cruise of that vessel in search of the C. S. ram Stonewall.

U. S. S. KEARSARGE,
Lisbon, Portugal, May 2, 1865.

SIR: I have the honor to report that I arrived at this place yesterday, without accident and all well. I called at Fayal (Azores) for coal and information, and remained nearly two days. The passage from Boston to this place was made in fourteen days, running time, three days of which were under sail without steam. I was received at Fayal with proper courtesy. I there learned that the *Stonewall* had left Coruña for Lisbon. I deemed it my duty, therefore, to steer directly for this place. I learn from the U. S. minister, Mr. Harvey, that she remained here only about thirty-six hours, having been ordered and urged away by the Portuguese Government. The *Niagara* and *Sacramento* arrived a few hours before she left. The *Stonewall* was at Teneriffe when last heard from. The *Niagara* was at Cadiz ten days ago, but has gone on a cruise, the minister thinks, to Madeira and Teneriffe. The *Sacramento*, he thinks, has gone north as far as the English Channel. Under these circumstances, he advises me to remain here for a short time, in which I concur, especially as the machinery requires some overhauling and repairs, all of which will be done by our own engineers. Should I not hear from or see Commodore Craven within a week or ten days I shall, in obedience to my orders, take a cruise north as far as the English Channel, touching at several ports in France. An English squadron of six vessels is here, under command of Rear-Admiral Dacres. It affords me pleasure to state that we have been received with marked courtesy by the admiral and the officers of the fleet. This Government (Portuguese), as you are aware, receives and treats us exactly as she does the ships of war of the most favored nations.

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Portsmouth, N. H., regarding preparation of U. S. monitor Agamenticus for service against the C. S. ram Stonewall.

COMMANDANT'S OFFICE, NAVY YARD,
Portsmouth, N. H., May 3, 1865.

SIR: Your telegram of yesterday, asking "What is the condition of the *Agamenticus?*" I received this morning, and replied immediately by telegraph that her motive power is complete, her turrets ready to move this afternoon, and her steering apparatus to-morrow evening, when the ship will be ready for service in the lower harbor.

I would now state that every effort is being made night and day to prepare her for service, and I hope to have her in the lower harbor to-morrow evening or Friday morning, ready to meet the *Stonewall*, should that vessel appear off this port.

I herewith enclose a report from the naval constructor, stating the time it would probably require to complete her for sea service.

I have the honor to be, sir, your obedient servant,

T. BAILEY,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Michigan, of the arrival of that vessel at Detroit, Mich., and that all is quiet on Canadian borders.

U. S. S. MICHIGAN,
Detroit, Mich., May 3, 1865.

SIR: I have the honor to report my arrival at this place yesterday. On my passage up I called at Johnson's Island and communicated personally with the commandant of that port. He informed me that there were no apprehensions whatever at that point, nor could anything be attempted to cause any. The prisoners were quite freely taking the amnesty oath, and the hope was expressed that it would become a general thing soon.

The military commandant here assures me that affairs along our borders were never more quiet, and there were no apprehensions of any kind that it will be broken.

My address will be at this place, should the Department be pleased to communicate with me.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the continued presence of C. S. S. Rappahannock at Calais, France.

U. S. S. SACRAMENTO,
Dover, England, May 5, 1865.

SIR: I have the honor to report the arrival of the *Sacramento* at Dover on the 2d instant, five days from Lisbon. All well.

The rebel privateer *Rappahannock* is still at Calais, and as our consul at London, Mr. Morse, has informed me that she is reported (as heretofore) to be on the point of sailing, "waiting only for men," we have enquired by telegram of our consul at Calais, and sent an agent to ascertain the facts. His answer is, "*Rappahannock* always quiet; only three officers, four men, on board." I will remain about here on watch until the *Sacramento* is required elsewhere.

Very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of the arrival of that vessel at Macao, China.

U. S. SHIP JAMESTOWN,
Macao, China, May 5, 1865.

SIR: I arrived here on this ship on the 22d of April, and found orders to [go to] Mare Island, San Francisco.

I found at Hongkong new sails for the ship, more, in fact, than are required, for, under the uncertainty of receiving them, I had to have one or two new ones made and others extensively repaired.

I delivered to Dr. Vedder his resignation, accepted by the Department, to take effect on the 30th of April, and also to Paymaster Wade the communication addressed to him by the Department of the ———.

Nothing more has been heard here of the *Shenandoah* since she left Melbourne, although rumor has had her all over the China Sea, to the delight of English interests. I think, however, that the Government functionaries of that nation do not desire to see her in their ports, for they realize more and more the responsibility of giving hospitality to such pirates as she and the *Alabama*.

I have the honor to be, respectfully, your obedient servant,

CICERO PRICE,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Preble, U. S. Navy, commanding U. S. S. State of Georgia, regarding condition of affairs in vicinity of the Isthmus of Panama.

U. S. S. STATE OF GEORGIA,
Aspinwall, New Granada, May 5, 1865.

SIR: I have the honor to report that on receiving the enclosed letter from the U. S. consul at Cartagena I thought it advisable, though the occasion he mentions had passed, to show our flag at that port. Accordingly, I left Aspinwall on the evening of the 26th ultimo, after the departure of the mail steamer for New York, and proceeded to Cartagena, where we anchored on the evening of the 28th.

On arrival I saluted the town and received the usual return salute. I also saluted our consul on his visiting the ship.

The next day the U. S. S. *Connecticut*, Captain Boggs, arrived from Curaçao and saluted the town, and learning from me the news of Lee's surrender, honored that great event with a national salute and display of flags, in which I joined. The next day we received a visit from the president of the state and the English and Italian consuls, who were suitably honored.

Our consul at Cartagena informs me that the state authorities there have been recently levying forced and illegal contributions upon foreigners, which he has paid for himself and countrymen under protest. He also informed me that he had communicated with our minister at Bogota on the subject. The presence and salutes of our vessels he thought would have a very beneficial effect.

Leaving Cartagena again on the afternoon of the 30th, we arrived here on the morning of the 2d, to learn the sad news of the dastardly assassination of President Lincoln. The *Connecticut* coming in soon after, I communicated the news to her, and both vessels, in concert with all the shipping and flags on shore, wore ensigns at half-mast through the day. On the receipt of the Department order on the subject, I communicated a copy to Captain Boggs, and the next day we carried out its instructions.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

CONSULATE OF THE UNITED STATES,
Cartagena, December 2, 1864.

SIR: I deem it my duty to inform you that this state is at present in a state of revolution. Fighting has already taken place in the streets of this city between the Government troops and the people, in which several persons have been killed. Besides, a body of the insurgents are advancing against the city from Barranquilla, where they will doubtless be joined by persons disaffected toward the existing Government. If not incompatible with your instructions or your duties, I consider it would be prudent for you to visit this port with your vessel, in order to secure by your presence in this harbor the rights of and a proper respect for citizens of the United States and foreigners generally.

Very respectfully, your obedient servant,

AUGS. S. HANABERGH,
U. S. Consul.

COMMANDER OF THE UNITED STATES
VESSEL OF WAR AT ASPINWALL.

Order of the Secretary of the Navy to Commander Guest, U. S. Navy, commanding U. S. S. Dacotah, to report to Acting Rear-Admiral Pearson, U. S. Navy, for duty in the Pacific Squadron, with instructions relative to Confederate vessels.

NAVY DEPARTMENT, *May 5, 1865.*

SIR: As soon as the U. S. S. *Dacotah* is in all respects ready for the voyage, proceed with her via Cape Horn to the Pacific Ocean and report to Acting Rear-Admiral George F. Pearson for duty in the squadron under his command. Acting Rear-Admiral Pearson will be informed of your departure, and you may look for instructions from him at Valparaiso or Callao.

The Navy Department has a depot of coal at Pointe à Pitre, and it is advisable that you should replenish your supply there. You can touch at such other places on the way out, either for supplies, other necessary purposes, or to enquire after rebel privateers, as your judgment may dictate.

Although it is expected of you to take the most direct route to your station, and to reach it without unnecessary delay, yet you are authorized and directed to deviate from the nearest course if you hear of rebel piratical vessels within reach, for the purpose of pursuing them.

Advise the Department as opportunities offer of the progress of your voyage.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander JOHN GUEST,
Commanding U. S. S. Dacotah, Boston.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, relative to protection of California steamers.

U. S. FLAGSHIP LANCASTER,
San Francisco, May 6, 1865.

SIR: I have the honor to acknowledge the receipt of your communication* of the 29th March last, enclosing a copy of a dispatch addressed to

* See p. 484.

the Secretary of State on the 11th March by the U. S. consul-general at Havana, concerning the clearance of the schooner *Transit* from Havana for Truxillo, Honduras, carrying as passengers several persons who, it is thought, intend to attempt to seize some of our steamers on this coast.

I would respectfully state that I had received previously the same information from the U. S. consul at Panama and given such orders to the commanding officers of vessels of the squadron as I deemed proper to prevent such an occurrence.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Russell, U. S. Navy, commanding U. S. ship Cyane, transmitting letter from U. S. minister to Chile regarding the unprotected condition of American commerce on that coast.

U. S. SHIP CYANE,
Panama, May 7, 1865.

SIR: I enclose a communication to Acting Rear-Admiral Pearson from the legation at Chile. I have sent copies to the admiral at San Francisco and Commodore Poor at Acapulco. The *Wateree* is cruising on the coast in obedience to orders.

Very respectfully, your obedient servant,

JOHN H. RUSSELL,
Lieutenant-Commander and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

LEGATION OF THE UNITED STATES,
Santiago de Chile, April 16, 1865.

SIR: By a recent arrival from Melbourne it is reported that the Confederate privateer *Shenandoah* sailed from that port on the 24th of February for Panama. If this report be true we shall doubtless soon learn of her presence in the waters of Chile, and the American whaling and merchant vessels trading at the south Pacific ports will be in imminent danger.

I have frequently invited the attention of our Government to the unprotected state of our commerce in this vicinity, and beg to request, if it can be done without prejudice to the public interests, that a vessel of your squadron be detached for service upon the coast of Chile at the earliest possible moment.

I have the honor to remain, your obedient servant,

THOMAS H. NELSON.

Admiral G. F. PEARSON,
Commanding U. S. Pacific Squadron, Panama.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus, of the arrival of that vessel at navy yard, New York.

U. S. S. NEREUS,
New York, May 7, 1865.

SIR: I have the honor to report the arrival of this vessel at the navy yard, New York, under orders from Acting Rear-Admiral C. K. Stribling.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Thomas D. Eliot, esq., to the Secretary of the Navy, transmitting memorial of prominent shipowners of New Bedford, Mass., urging the need of protection to American commerce in Pacific waters.

NEW BEDFORD, *May 8, 1865.*

DEAR SIR: I respectfully forward to you the accompanying memorial from many of our largest shipowners, and commend it to your favor. It is, I think, probable that the attention of the Department has been called recently to the importance of a sufficient force in the Pacific to prevent the attacks of rebel steamers reported to have sailed for those waters. Our vessels and men are much exposed, and so large interests are in danger that I hope it may be deemed right to have immediate action taken for their protection.

I am, very respectfully, your friend and servant,

THOMAS D. ELIOT.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NEW BEDFORD, *May 6, 1865.*

SIR: From information recently received at this port we have reason to apprehend that one or more of the rebel steamers have been sent into the Pacific and in the neighborhood of the Sandwich Islands and San Francisco, for the purpose of attacking unarmed vessels of the United States, merchantmen, and whale ships in those seas.

There are and will be during the remainder of this year a large number of valuable ships and cargoes in those waters in which the undersigned are interested, and our whalemen have been accustomed to visit the Sandwich Islands and San Francisco twice each year upon their voyages for supplies, and we earnestly hope it may be deemed right by our Government to give such protection to our vessels as may be sufficient for their security. Wherefore we respectfully pray that such force may, without delay, be ordered to the Pacific and near the Sandwich Islands and San Francisco as shall enable our vessels to pursue their voyages with safety and without danger of destruction by the armed enemies of our Government.

SWIFT & ALLEN [and others].

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from William J. New, esq., to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, giving information regarding C. S. S. Rappahannock.

DOVER, *May 8, 1865.*

DEAR SIR: I find at Calais that the *Rappahannock* is lying in the basin. Her anchors and chains are on shore, and about 200 tons of smokeless coal alongside, ready for shipment. She has four officers and eleven men on board, but there seem to be plenty of loose characters hanging about Calais ready. Her fires are laid and the furnaces ready to light. The funnels, which are telescopic, have been lowered until Saturday, when they were hoisted to their places. At the entrance to the basin is a French corvette, with her steam up every tide.

She has two boats on the starboard side and one on deck. There are no guns or small arms or sabers, but the engine room is in perfect order and ready for a start.

I shall step over again in a day or so.

With kind regards, believe me, respectfully, yours,

WM. J. NEW.

Captain WALKE,
U. S. S. Sacramento, Dover.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the condition of the U. S. flagship Lancaster.

U. S. FLAGSHIP LANCASTER,
San Francisco, May 10, 1865.

SIR: I have the honor to report that we reached this harbor to-day, having followed as nearly as practicable the track of the steamers of the Pacific Mail Steamship Company until within about 200 miles of San Francisco, when, finding that we were losing ground in a fresh northwest wind under steam, the *Lancaster* was put under sail. After being three days under sail we steamed into this harbor.

Our boilers are in a deplorable condition, and after ten days' steaming it has taken a longer time to patch them up. I now hope to make them a little better, but trust it will be the pleasure of the Department soon to order her home for her new boilers and for the extensive repairs she will then need, and send me a suitable flagship in her place.

I shall run down the coast to Panama, stopping at Acapulco and other ports perhaps, the moment the boilers can be patched up for temporary service.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES.
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford U. S. Navy, commanding convoy fleet, regarding the vessels under his command.

U. S. S. NEPTUNE,
Cape Haitien, May 10, 1865.

SIR: The *Nereus** was sent to Key West on the 11th April and has not yet returned. I am at a loss to account for her absence, and am much embarrassed by it.

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* See p. 512.

The *Galatea* will leave to-morrow for Key West for supplies.

If the Department regards the convoy service as important, I would respectfully suggest that other vessels be sent out to do the duty, as neither the *Neptune* nor *Galatea* will be in a fit condition long to do service.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, announcing political revolution at Cape Haitien, Haiti.

U. S. S. NEPTUNE,
Cape Haitien, May 10, 1865.

SIR: A quiet political revolution against the Government of President Geffrard was accomplished here yesterday morning.

Francois John Joseph, minister of finance during 1858 and 1860, was proclaimed provisional president.

Order reigns in the city. Foreign residents are perfectly protected in their persons and property at present, but for how long is doubtful.

It is thought that President Geffrard will not at present undertake to reestablish his authority over this town and district. The movement of troops away from Port au Prince might jeopardize his position as president.

The revolutionists here expect a general revolt against the Government throughout Haiti, and the present provisional government at Cape Haitien to be installed in its stead.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commander Sanford, U. S. Navy, commanding convoy fleet, regarding protection to American interests in view of disturbances at Cape Haitien, Haiti.

U. S. S. NEPTUNE,
Cape Haitien, May 11, 1865.

SIR: I have ordered the *Galatea* to Port au Prince to carry dispatches to the American and English consuls there.

The American interests are large on this island, and it is probable they will need more protection than I can give should this rebellion not be checked immediately.

The *Galatea* goes to Key West for provisions. She is entirely out of bread and some other supplies.

I had relied upon the return of the *Nereus* to furnish the needed articles.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander, and Senior Officer Comdg. West India Convoy Fleet.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the arrival of that vessel at Lisbon, Portugal.

U. S. S. NIAGARA, *Lisbon, May 11, 1865.*

SIR: I have the honor to inform you of the return of the *Niagara* to the Tagus.

I sailed hence on the 13th ultimo for Cadiz, arrived there on the 15th, and, after filling up with such provisions and articles of clothing as were there in store for us, sailed thence for Madeira, where we arrived on the 28th ultimo. We could learn nothing at either of those places of the movements of any rebel vessels.

While at Cadiz the joyful news of the capture of Richmond, Petersburg, and Lynchburg, with the surrender of Lee's army, was made known to me by telegrams from our minister at Madrid. That glorious news was more than counterbalanced by the shocking accounts which were communicated to us on our arrival here on the 6th instant of the diabolical act which deprived us, on the 14th ultimo, of our most excellent and justly beloved President. The same flags which were hoisted at our mastheads on the first occasion, and saluted with three times twenty-one guns, were on Sunday and Monday, the 7th and 8th instant, displayed at half-mast, and minute guns were fired at morning, noon, and sunset. The Portuguese promptly joined us in celebrating this our terrible national calamity, by hoisting the American flag at half-mast at their main and firing minute guns from Belem Castle and their ships of war. The English ironclad frigate *Defense* simply displayed our flag at half-mast, without firing a salute.

Yesterday morning the Russian steam frigates *Alexander*, *Newski*, and *Oleg*, and yacht *Almaz*, under the command of Admiral Lessowsky, arrived here from Gibraltar, having on board the admiral's ship the remains of the late Grand Duke of Russia. So soon as I learned that it was the intention of the Russian admiral to touch here on his way to Cronstadt I called upon M. M. de Koudriaffsky, the Russian ambassador at this court, to express the sympathy which we all feel in their great national bereavement, and offered the services of the *Niagara* as a part of the escorting squadron from this port to the Baltic. My offer was gratefully and most courteously accepted, and to-morrow we sail hence for Plymouth.

On the arrival of the Russian squadron our flag was hauled down at half-mast, our yards were canted crosswise acockbill, the Russian flag hoisted half-mast high at the main, and a salute of twenty-one guns fired, and when they anchored I immediately called upon the admiral and renewed the expressions of our condolences and my offer to escort him on his homeward voyage.

At 11 o'clock, two and a half hours after they had anchored, accompanied by several of my officers in full dress, I attended, on board of the admiral's ship, the celebration of their funeral services, a most imposing ceremony, at which were present the brother of the King of Portugal and several foreign ambassadors.

The *Kearsarge*, Commander Harrell, which I found at anchor here on my arrival, will accompany the Russian squadron as far as Cape Finistère, and then return to this port.

Hoping that what I have done is in accordance with the wishes of the Department, I am, very respectfully, sir, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. collector of customs, New York, to the Secretary of the Treasury, reporting the arrival of the C. S. ram Stonewall at Nassau, New Providence.

NEW YORK, *May 12, 1865.*

Reliable information comes to me from Nassau, New Providence, date 6th instant, viz:

The ram *Stonewall Jackson* has just anchored in the offing and is creating quite an excitement. Please notify War and Navy Departments.

The rebel privateer schooner *Maryland* has gone to Cat Island, Bahamas, for repairs.

S. DRAPER,
Collector.

Hon. HUGH MCCULLOCH,
Secretary Treasury.

Letter from the Secretary of the Navy to the Acting Secretary of State, announcing the arrival of the C. S. ram Stonewall at Nassau, New Providence.

NAVY DEPARTMENT, *May 12, 1865.*

SIR: I have the honor to enclose herewith a copy of a telegram from the collector at New York, just communicated to me by the Secretary of the Treasury, giving information of the arrival of the piratical ram *Stonewall* at Nassau.

In view of the present condition of affairs, may it not be well to serve notice upon the British Government of our determination no longer to exercise forbearance in regard to these piratical crafts, and also to send notice to our consul and colonial authorities at Nassau in reference to this matter?

We will, if thought best, dispatch a fast steamer from Hampton Roads on this service.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Memorial of merchants of New London, Conn., to the Secretary of the Navy, urging the need of protection to their interests in the Pacific Ocean.

NEW LONDON, CONN., *May 13, 1865.*

DEAR SIR: The undersigned, merchants of this city, largely interested in whaling vessels pursuing their voyages in the Pacific Ocean, respectfully represent that they have reason to believe that the Confederate cruiser *Shenandoah* will attempt the destruction of some of the American whaling vessels which frequent the Arctic Ocean near Bering Strait, Okhotsk Sea, coast of California, coast of Chile, and near the equator in the Pacific Ocean. These vessels, with their cargoes, in which the officers and crews are largely interested, are of great value and are totally unprotected.

They are particularly exposed when resorting to the Sandwich Islands each spring and fall for the purpose of receiving recruits, shipping home their cargoes, obtaining crews, etc.

We therefore pray that you will order at an early day such vessels of the Navy of the United States as may be in the Pacific Ocean to afford due and adequate protection to all whaling vessels that may be exposed to the depredations of any Confederate cruiser, and particularly to the large number that frequent the Arctic Ocean during the summer season and rendezvous at the Sandwich Islands in months of September, October, and November.

Very respectfully, your obedient servants,

WILLIAMS & HAVEN.
WILLIAM & BARNS.
C. A. WILLIAMS.
FRINK & PRENTIS.
RICHARD H. CHAPELL.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Acting Secretary of State to the Secretary of the Navy, regarding the C. S. ram Stonewall.

DEPARTMENT OF STATE,
Washington, May 15, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 12th instant, accompanied by a copy of a telegram from the collector of customs at New York to the Secretary of the Treasury, announcing the arrival of the insurgent ram *Stonewall* at Nassau.

In reply to your suggestion that notice should be given to the British Government that forbearance on our part in regard to piratical craft of that character could no longer, under existing circumstances, be expected from this Government, I have the honor to state that this Department has addressed a note to that effect to Sir Frederick W. A. Bruce, her Britannic Majesty's minister here, and an instruction upon the same subject to Mr. Adams at London.

I have the honor to be, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Tioga, to proceed to the coast of Maine for the protection of American interests.

NAVY DEPARTMENT, *May 15, 1865.*

SIR: As soon as the U. S. S. *Tioga*, under your command, is ready for sea, proceed with her to the eastern coast of Maine for the purpose of guarding our commerce and protecting our interests in that quarter. You can select as your headquarters some convenient port near the boundary line, easy of communication with the Department. You will be prepared at all times to give protection in the event of lawless parties or pirates attempting to inflict injury upon our citizens or their property. You are directed not to enter foreign waters, unless in pur-

suit of such parties, without authority from the Department. Keep the Department advised of your movements and proceedings and post-office address.

The Bureau of Navigation will furnish you with instructions as to the enlistment of apprentices, with which duty you will be intrusted.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander W. D. WHITING, U. S. Navy,
Commanding U. S. S. Tioga, Portsmouth, N. H.

Order of the Secretary of the Navy to Acting Rear-Admiral Godon, U. S. Navy, to proceed to the West Indies with the vessels under his command for the interception of the C. S. ram Stonewall.

[Telegram.—Cipher.]

NAVY DEPARTMENT, *May 16, 1865*

Upon leaving Chesapeake waters hoist the flag of a rear-admiral. Proceed to the West Indies with the *Monadnock*, *Emma Henry*, and two or three vessels which Acting Rear-Admiral Radford will furnish you. With these light vessels you can ascertain the whereabouts of the pirate *Stonewall*. Our last accounts state that she left Nassau for Havana, which is probable. Touch at Port Royal and get the best monitor Rear-Admiral Dahlgren has. No neutral port has a right to furnish coal or supplies to that vessel, and if, after formal protest of the United States against such supplies and coal being furnished, whereby said pirate, now representing no Government, is enabled to make war upon the United States, you will dispatch such information immediately to the Government by sending a vessel to Hampton Roads, and await further orders. If the *Stonewall* is outside of neutral waters, capture or destroy her.

[GIDEON WELLES,]
Secretary of the Navy.

Acting Rear-Admiral S. W. GODON,
Commanding Special Squadron, Hampton Roads, Va.

Order of the Secretary of the Navy to Acting Master Clark, U. S. Navy, commanding U. S. ship Onward, to proceed at once to New York.

NAVY DEPARTMENT, *May 16, 1865.*

SIR: Your letter of the 6th ultimo has been received, in which you inform the Department of the receipt at Montevideo of its order of the 23d of November last, directing you to return home with the *Onward;* that you proceeded immediately to obey it, but on touching at Rio de Janeiro received an order from the U. S. minister to proceed to St. Catharine's, which would detain you some days.

Nearly six months since the Department sent you a peremptory order, on the receipt of which you were to proceed to New York with the *Onward*. The original order was sent to Bahia, a duplicate to Rio de Janeiro, and a triplicate has since been forwarded to you. The order was, it seems, over three months in reaching you, and on its receipt you should have used all diligence in obeying it.

Ministers of the United States have no authority to issue orders to or control the movements of vessels of the U. S. Navy. You will proceed to New York without delay, in obedience to the order of this Department, and hereafter remember that you are subject only to the orders of the President, the Navy Department, or a senior commanding officer of the Navy.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Master WILLIAM H. CLARK,
Commanding U. S. S. Onward, Rio de Janeiro.

Letter from the Secretary of War to the Secretary of the Navy, transmitting telegram regarding the C. S. ram Stonewall.

WAR DEPARTMENT,
Washington City, May 17, 1865.

SIR: I have the honor of transmitting to you the enclosed copy of a telegram from General Canby, in relation to the *Stonewall.* We are now within one day's telegraphic communication with New Orleans.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
[*Secretary of the Navy.*]

[Enclosure.—Telegram.]

NEW ORLEANS, LA., *May 15, 1865.*

The U. S. consul at Havana reports that the rebel ram *Stonewall* left that port on the 11th instant, ostensibly for Galveston. I have warned all commanders on the coast.

E. R. S. CANBY,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, *May 17, 1865.*

If Commodore Godon has not sailed, inform him that the rebel ram *Stonewall* left Havana on the 11th instant, for Galveston, it is supposed, and that the Department expects him to follow her up. Answer immediately.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Hampton Roads, Va.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, of the arrival of that vessel at Havana, Cuba, and transmitting correspondence with Captain Page, C. S. Navy, commanding C. S. ram Stonewall, regarding surrender of that vessel.

U. S. S. CONNECTICUT,
Havana, May 17, 1865.

SIR: I have the honor to report my arrival here on the afternoon of the 15th from Aspinwall, New Granada.

On my arrival I found at anchor the rebel steamer *Stonewall.* She had coaled and is now prepared to leave the port. I enclose a copy of a communication addressed by me to Captain Page, her commander, and his reply.

Four United States vessels are signalized as being off the port, doubtless dispatched by Rear-Admiral Stribling to look after the *Stonewall.*

As I have hardly coal enough on board to reach Key West, I leave at daylight to-morrow for that place to report to the admiral and obtain coal, and communicate with the vessels of the port. By leaving in the morning I force the *Stonewall* to remain twenty-four hours longer in port.

I understand from reliable authority that the *Stonewall* has been endeavoring to raise $50,000 in this place, but a banker informed me that they could not give satisfactory security. Many rumors are afloat concerning her. Among the most reliable is one that a consultation was held respecting her surrender by those having authority in the matter.

The French consul is said to have been present at this meeting and protested against a surrender, as there were unpaid bonds against the vessel held by French citizens.

The captain-general of the island left two days ago for Cardenas.

The flagship of the French admiral sailed on the morning of the 16th for Vera Cruz.

Two Spanish war steamers sailed suddenly this afternoon, supposedly to enquire after the vessels off the port.

A blockade runner also sailed, but returned to port after sighting the vessels outside.

Very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. CONNECTICUT,
Now in the Harbor of Havana, May 17, 1865.

DEAR SIR: Relying upon our former acquaintance, I beg leave to offer to your notice the following considerations:

In view of the great and decided change that has taken place in the position of your Government—that all the armed forces in opposition to the Government of the United States east of the Mississippi have surrendered; that all the ports also east of the Mississippi formerly held by the Confederates are now in the possession of the U. S. Government; that the President of the Confederate Government and his Cabinet are now fugitives, the Confederate Government virtually at an end—I need not suggest to you what would be your position should you, as commander of the *Stonewall,* undertake any further hostilities against the Government of the United States or its commercial marine.

By all these considerations I beg of you to reflect whether it will not be better for you to surrender the Confederate steamer *Stonewall* to me, with the officers and all the crew that may be with her at time of surrender, upon the same terms granted to Generals Lee, Johnston, and others who have heretofore surrendered.

Very respectfully, yours,

CHAS. S. BOGGS,
Captain.

Captain THOMAS J. PAGE,
Commanding Confederate Steamer Stonewall.

C. S. S. STONEWALL,
Harbor of Havana, May 16, 1865.

SIR: Your communication of this date addressed to me has been received. I beg leave to decline acceding to your suggestions and proposals.

Very respectfully, etc.,

THOMAS J. PAGE,
Captain, C. S. Navy.

Captain CHARLES S. BOGGS,
U. S. S. Connecticut, Harbor of Havana.

Letter from the Assistant Secretary of State to the Secretary of the Navy, enjoining discretion in attacking the C. S. ram Stonewall.

DEPARTMENT OF STATE, *May 17, 1865.*

DEAR SIR: I called at your house last evening and at your office this morning to say that as the *Stonewall* was understood to have gone to Havana we had concluded to suspend our second note to Sir Frederick Bruce. A similar one, however, has been to-day addressed to Mr. Tassara. I know nothing which should further detain the *Susquehanna* and *Monadnock*. It may, however, be advisable for them to proceed to the neighborhood of Havana, being careful, however, not to attack within Spanish jurisdiction or to allow themselves to be detained in the port, in case there should be occasion to attack at sea. In this view, great discretion would seem to be necessary about entering Havana at all.

Faithfully, yours,

W. HUNTER

Hon. GIDEON WELLES.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, acknowledging receipt of the news of the death of the President of the United States.

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., May 17, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's General Order No. 51, announcing with profound sorrow the death of Abraham Lincoln, late President of the United States.

On the arrival of this ship at San Francisco I found that city draped in mourning and all the flags at half-mast. On learning of the death of

our late President, I ordered twenty-one minute guns to be fired with the colors half-masted, and have instructed the officers under my command to wear the usual badge of mourning for six months, as a manifestation of their respect for the exalted character, eminent position, and inestimable public services of the late President.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the cruise of that vessel in the East Indie in search of C. S. S. Shenandoah.

U. S. S. IROQUOIS,
Strait of Rhio, May 17, 1865.

SIR: The repairs of our boilers and engine were finished on the 6th of April, but as the mail from Australia, China, and British India was due on the 7th, I waited until that day for it, and then sailed for the Strait of Sunda.

My correspondence and conversation with American merchants and the masters of our merchant vessels led me to expect the *Shenandoah* in that neighborhood, and I continued to watch it vigilantly, going once to Batavia, for forty-eight hours, to procure coal and the mail.

On the evening of the 9th instant, believing that were the *Shenandoah* coming to the Strait of Sunda she would have appeared by that day, I became anxious lest she should have gone to China or the Bay of Bengal, and leaving Java Head I pushed for Singapore, the central point of information, whence I might proceed to either quarter.

Upon my arrival I could learn nothing but the reiteration of a vague statement that the *Shenandoah*, on the 27th of March, was supposed to be still hovering about the shores of Australia; but I suspect that this report had been circulated by her friends to cover her departure for some other sea.

Having arrived at Melbourne on the 25th of January, the rebel cruiser would hardly linger so long in a field of so little promise. She is known to have left Melbourne on the 18th of February, and is said to have crossed Bass Strait to Tasmania to complete her alterations, but of this last assertion I have no proof. If she be intended to cruise in the East Indies, she will turn her attention to the rice ports on the Bay of Bengal, to China, or to the Strait of Sunda, with all of which places Singapore is in regular and frequent communication.

As I am not allowed to remain in that British port, I have come to this Strait of Rhio for the present, but shall touch off Singapore again on the 22d, when I shall find recently arrived mails from the west, north, and south, and shall be governed by their advices.

I left seven American merchant vessels at Singapore on the 15th instant.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Spanish minister to the United States to the Secretary of State, relative to the C. S. ram Stonewall.

[Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, May 18, 1865.

The undersigned, minister plenipotentiary and envoy extraordinary of her Catholic Majesty, has had the honor to receive the note of yesterday (17th) of the honorable Acting Secretary of State upon the possible arrival of the *Stonewall* at The Havannah, and on the conduct which the authorities at that place would observe toward her in consequence of the President's proclamation of the 9th instant.

According to the latest news, the *Stonewall* had in fact arrived at Havana on the 11th instant. The undersigned, nevertheless, does not know officially the circumstances of her arrival; as little also he knows, except unofficially, of the President's proclamation to which the note refers.

However the matter may be, the change which in a brief time this country has experienced is, in effect, as notorious as the honorable Secretary of State asserts, and the supreme authority of Cuba, to whose wisdom and justice such worthy tribute is rendered on this occasion, will act certainly with the like wisdom and justice as constantly has guided it in its conduct toward the United States.

It is, nevertheless, equally notorious that, by reason of the rapidity of the movement of events, the official and international position of the maritime powers of Europe toward this country has not experienced, nor even could experience, as yet the same variation, and the honorable Secretary of State admits this explicitly in presuming that in the present case the supreme authority in Cuba will not be able to set aside the instructions which it has until it may receive other fresh ones from her Majesty's Government.

In the situation, and whatever may be the conduct which in the circle of international principles may be observed in Cuba toward the *Stonewall*, the undersigned has the right to hope that the Government of the United States will keep before it all the circumstances of the case, the honorable Secretary of State having cause to be well assured that the captain-general of Cuba will not now falsify the favorable opinion he deserves, for the friendly disposition of which he has given proof in everything with the relations with this country.

The undersigned avails of this occasion to reiterate to the honorable Secretary of State the assurance of his highest consideration.

GABRIEL G. TASSARA.

Hon. SECRETARY OF STATE OF THE UNITED STATES.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, regarding the condition of that vessel.

U. S. S. IROQUOIS,
Strait of Rhio, May 19, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 13th of March.

In my letter of the 1st of April I reported to the Department the urgent statement of the chief engineer of this ship, which compelled me

to go to Batavia for repairs. There the admiral commanding the large naval force of Holland in these seas did me the favor to send his fleet engineer to examine our boilers, informing me that he was an officer of great skill and experience, upon whose statements I might rely.

This officer went into the boilers and carefully examined them upon three occasions. At first he wished me to take the boilers out, but that was impossible. He then informed me that they were not worth expensive repairs; that the iron in places was corroded to half its original thickness, and that the bracing was seriously defective, but that by careful patching and strengthening they might be made to last six months—that is, until the latter part of September; but he advised that we should not carry a pressure of more than 10 pounds of steam except upon very important occasions.

In judging of the fitness of these boilers for service, upon which my movements are made to depend, I must rely upon the opinions of the engineer experts whom I have been able to consult and upon my own observation of the detentions and delays they have caused us since we first got steam upon them, fourteen months ago.

At the same time, my strongest desire is to do exactly that which I believe the Department would order were it here to direct me.

It is still probable that the *Shenandoah* may appear near China or the Bay of Bengal, and I shall continue to watch this neighborhood until, from the great mail center at Singapore, I can receive advices by which I may determine whether she is intended to operate in the East Indies or in the Pacific.

In the event of her taking the Pacific route, it would be injudicious for me to attempt to follow her with the boilers I have. Should she come to the East Indies, I hope to put an end to her cruise.

I shall hasten to return to the United States the moment that I feel justified in leaving this station. By the time that we can reach home our sails as well as our boilers will be pretty well worn out, and the term of service of sixty of the crew will have expired.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *May 20, 1865.*

Proceed with all possible dispatch to find the *Susquehanna*, which vessel is probably at Port Royal on her way to Havana. Inform Acting Rear-Admiral Godon that the *Stonewall* at last accounts, the 15th instant, was still at Havana, and the Department directs him to go there with the utmost speed with his whole force. Answer when you will leave.

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander MILTON HAXTUN,
Commanding U. S. S. Mercedita.
(Care of Captain J. M. Berrien, commandant naval station, Norfolk.)

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, regarding the command of the convoy fleet.

U. S. S. JAMES ADGER,
Off Mariguana Island, May 20, 1865.

SIR: I have the honor to report that I arrived off this island last evening (19th instant).

The U. S. S. *Neptune* arrived this morning from Cape Haitien, and on my reporting to Commander J. P. Sanford, in obedience to your order of April 21, and showing him your instructions, he informed me that he could not comply with them, but must, on account of his bad health, proceed north with the *Neptune* under his command, transferring to me his orders from the Department as senior officer of the convoy.

I am, very respectfully, your obedient servant,

T. H. PATTERSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding special squadron, of preparations for cruise in obedience to Department's orders.

FLAGSHIP SUSQUEHANNA (First Rate),
Port Royal Harbor, S. C., May 22, 1865.

SIR: I have the honor to inform the Department that, having received its telegraphic instructions of May 16 about 6 o'clock p. m. of that date, I hastened to put to sea with the *Monadnock*, *Monticello*, *Chippewa*, and *Emma Henry* on the following morning.

Finding that Admiral Dahlgren was at Charleston, I ran into that port in the *Emma Henry*, and communicated with him.

None of the monitors in his squadron are in a very effective state, the inefficiency of some being caused by the condition of their guns and of others by leaks or want of speed.

We decided on taking the *Canonicus*, which vessel was at this port.

In four hours' time I finished my business with the admiral, and reached the *Susquehanna* that night in time to get to this place early on the morning of the 21st instant. I had sent the other vessels ahead, and upon my arrival here found them off the bar.

I led them into the harbor in this ship, and at once gave orders to prepare the *Canonicus* for sea and to coal all the vessels.

I regret to say that through the carelessness of the pilot furnished at Charleston the *Emma Henry* ran into one of the vessels at anchor in the channel way near the bar, and so injured the former that I was obliged to send her up to Charleston for repairs.

I will miss her greatly, as she was very swift, and would have been most useful to me; but I shall not delay my movements on her account.

The *Fahkee*, by order of Admiral Dahlgren, has joined my squadron. She has just arrived and is now coaling. I hope to sail to-morrow at noon.

I heard at Charleston on my arrival there that the *Stonewall* was at Havana on the 11th instant, but had left there on the 13th; destination

unknown. I shall go direct to Havana, where I trust I may hear of her whereabouts. Galveston seems to me the most likely point for her to go to. It is the only one that still flies the rebel flag. While it is true that she can not enter the port, she might nevertheless remain outside, drive off the wooden blockaders, keep the place open, receive supplies from shore, and if attacked by a strong force, and it suited the views of her commander, he might land his crew in tugs and blow his vessel up. Such probably will be her end. I trust I shall soon be able to give you some definite information as to her fate.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from the Acting Secretary of State to the Spanish minister to the United States, protesting against the reception of the C. S. ram Stonewall in Spanish ports.

DEPARTMENT OF STATE,
Washington, May 22, 1865.

The undersigned, Acting Secretary of State of the United States, has received the note of Mr. Tassara, envoy extraordinary and minister plenipotentiary of her Catholic Majesty, of the 18th instant, with reference to the insurgent ram *Stonewall*, which, pursuant to the latest intelligence, was harbored at Havana, in the island of Cuba.

While making due allowance for the consideration of the rapidity with which important events have succeeded each other, as Mr. Tassara has so judiciously remarked, adverse to the parties in whose behalf the *Stonewall* has gone forth to ravage the commerce of the United States, nevertheless the undersigned can not refrain from expressing regret that her Catholic Majesty's Government, after having, as is believed, as long ago as the 18th of April last, been made acquainted with the views of the Government of the United States with reference to the shelter, repairs, and supplies which were furnished to that vessel at Ferrol [Spain], should not have appreciated the sensibility of this Government enough to have taken measures toward thwarting her at least in seeking similar hospitality in other Spanish ports. If, as is believed, her Catholic Majesty's Government was well informed of the course of events in this quarter, that information would, even while the *Stonewall* was at Ferrol, have not only justified, but in the opinion of the undersigned might have incited that Government to give signal proof of self-respect and of the sincerity of its regard to the United States by requiring its authorities in other quarters to refuse to receive or to entertain that vessel. Contrary, however, to this just expectation, the *Stonewall* subsequently proceeded to Teneriffe, where also she was hospitably received, and afterwards went to Havana, her last known place of refuge.

Under these circumstances, and in view of the fact that the persons calling themselves President, Vice-President, and President of the Senate of the so-called Confederate States are now held as prisoners by this Government, and that thereby, in connection with other recent well-known occurrences, all pretense of belligerent rights has been swept

away from the authority which they claim to represent, the undersigned is directed to announce to her Catholic Majesty's Government, as well as to all other parties concerned, that if, after this communication may be delivered and shall have reached the Government of Spain, or of any of her dependencies, the *Stonewall*, or any other vessel flaunting the flag of the insurgents in this country, shall be received or allowed to remain in Spanish ports or waters with the knowledge or consent of the authorities of those ports, thenceforth no naval vessel of Spain will be received in a port of the United States, and this Government will deem itself warranted in taking all the measures which the peace and safety of the United States demand, by ordering the destruction of the insurgent vessels aforesaid, as the nature of this occasion and its exigencies might require.

Always desiring to preserve peace with Spain, this Government can not but foresee that the toleration extended and conferred toward pirates may result in deplorable differences and collisions.

Mr. Tassara, however, as well as her Catholic Majesty's Government, is requested to understand that the determination of this Government now herein announced does not imply or impart any hostility or even any unfriendliness toward Spain. On the contrary, the course which it is thus announced will hereafter be adopted and pursued in relation to Spain will also be adopted in regard to any maritime power that under the circumstances indicated shall at any time hereafter afford shelter, harbor, or facilities to piratical vessels engaged in destroying the commerce of the United States.

The undersigned avails himself of this occasion to offer to Mr. Tassara a renewed assurance of his very high consideration.

W. HUNTER,
Acting Secretary.

Señor Don G. G. TASSARA.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, acknowledging receipt of orders relative to the movements of the convoy fleet.

U. S. S. JAMES ADGER,
Cape Haitien, May 23, 1865.

SIR: I have the honor to acknowledge the receipt of two communications on the 20th instant by the steamer from Aspinwall (the mail bag having been mislaid on the down trip) from the Department, addressed to Commander J. P. Sanford, one of which acknowledges the receipt of his No. 13, relative to the condition of the three steamers on convoy service, and informs him that this vessel had been ordered from Port Royal to report to him, and upon her arrival to take command of her and transfer me to the *Neptune*, with orders to proceed with her to New York, and the other notifying him of the orders issued for the *Tahoma* and *Seneca* to proceed to Mariguana Passage and report to him, to supply the places of the *Nereus* and *Galatea*.

I am, very respectfully, your obedient servant,

T. H. PATTERSON,
Commander, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, regarding convoy duty.

U. S. S. JAMES ADGER (Third Rate),
Cape Haitien, May 23, 1865.

SIR: As previously reported on the 20th instant by the U. S. S. *Neptune*, I arrived off Mariguana Island on the evening of the 19th instant. The *Neptune* arrived from Cape Haitien on the following morning, when I reported to Commander J. P. Sanford, in obedience to your order of April 21, who disregarded the order of the Department to take command of this vessel and transfer me to the *Neptune*, in consequence of his impaired health, which he stated rendered it necessary for him to return north immediately.

I remained off Mariguana Island until the morning of the 21st instant, when the mail steamer from New York arrived, which vessel I convoyed to the southward, then proceeded toward Cape Haitien, and arrived here this morning.

I am, very respectfully, your obedient servant,

T. H. PATTERSON,
Commander, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, transmitting copies of communications regarding protection to American interests in the ports of Haiti.

U. S. S. JAMES ADGER (Third Rate),
Cape Haitien, May 25, 1865.

SIR: On my arrival here I found at anchor the U. S. S. *Galatea*, Commander S. Nicholson, who had discretionary orders from Commander J. P. Sanford to proceed to Key West for provisions, but owing to the existing revolution on this portion of the island, Commander Nicholson remained here until the arrival of another man-of-war.

This morning I received a communication from the American consul at this place (copy enclosed) requesting me to permit the *Galatea* to visit the ports of Gonaïves and Port au Prince on her way to Key West. I have sent the *Galatea* to visit those ports (copy of orders to Commander Nicholson enclosed), and, in view of the unsettled condition of affairs, with further orders to return to this port by the 1st of June, as I will leave here with this vessel on the 2d of that month to meet the mail steamer from Aspinwall.

I have the honor to be, very respectfully, your obedient servant,

T. H. PATTERSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
City of Cape Haitien, May 25, 1865.

SIR: At the urgent request of the U. S. consuls at Port au Prince and Gonaïves that a United States steamer should occasionally visit

them during these critical moments of revolution I beg you, if comportable with other services, to order the *Galatea* to touch at those places before going to Key West. I think American interests require it.

I am, dear sir, very respectfully, your most obedient servant,

ARTHUR FOLSOM,
U. S. Consul.

Captain T. H. PATTERSON,
U. S. S. James Adger, Cape Haitien.

U. S. S. JAMES ADGER (Third Rate),
Cape Haitien, May 25, 1865.

SIR: Proceed with the U. S. S. *Galatea* to the ports of Gonaïves and Port au Prince with dispatches which will be sent to you by 3 o'clock this p. m.

On your arrival at the above-named ports communicate with the U. S. consuls and afford American citizens such protection as, in your judgment, is necessary, returning to this port by the 1st of June.

Very respectfully, your obedient servant,

T. H. PATTERSON,
Commander, and Senior Officer Present.

Commander S. NICHOLSON,
Commanding U. S. S. Galatea, Cape Haitien.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the part taken by that vessel in the obsequies of the Grand Duke of Russia.

U. S. S. NIAGARA,
Flushing Roads, May 26, 1865.

SIR: In my last letter to the Department, dated at Lisbon May 11, I informed you of my intention to accompany the squadron conveying the remains of the late Grand Duke of Russia to the Baltic.

On the 13th instant the Russian squadron, accompanied by the English ironclad frigate *Defense*, a Portuguese steam corvette, the *Niagara*, and *Kearsarge*, left the port of Lisbon. Late in the evening the Portuguese corvette and the *Kearsarge* parted company and put back for Lisbon. The remaining five ships of the squadron arrived at Plymouth, England, on the morning of the 17th instant. On the 19th left Plymouth, the English wooden frigate *Liverpool* having taken the place of the *Defense*. At about 9 p. m. of the 20th (having previously made the necessary arrangements to do so with the good Admiral Lessowsky, who had kindly warned me against exposing my ship's company to the epidemic then prevailing at St. Petersburg) we parted company with the squadron off the South Foreland, and on the following day arrived at these roads of Flushing.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, late commanding convoy fleet, of his arrival at New York in command of U. S. S. Neptune.

U. S. S. NEPTUNE,
Navy Yard, New York, May 26, 1865.

SIR: I have the honor to report my arrival in this port to-day with this ship.

On the 19th instant I sailed from Cape Haitien to patrol part of the track of the outward-bound mail steamer, and then to await her arrival at Mariguana. After receiving my mail from her I intended returning to the United States under your order of March 10, 1865, directing me to "send to New York any of the convoy vessels that might need extreme repairs."

For some three or four weeks previous to leaving Cape Haitien I had been a great sufferer from the effect of a sunstroke. What with being in a high nervous state, and loss of sleep from this cause, not having averaged more than an hour's disturbed slumber each night during three weeks, I considered it a matter of an hour, if I remained in the West Indies, whether or not I could live.

Although I could have availed myself earlier of your order of March 10, 1865, yet I waited for orders to return, based upon the survey of this vessel April 5, hoping to hear from the Department. Finally, construed the silence of the Department into an assent, presuming that you considered the order of March 10, 1865, as quite sufficient for me to act upon.

On my arrival off Mariguana I met the U. S. S. *James Adger*, Commander T. H. Patterson, who handed me your order detaching me from this vessel and attaching me to the *James Adger*. I was constrained by a sense of my critical physical condition and the opinion of the medical officer of this ship to leave Commander Patterson in command of the *James Adger* and as senior officer of the convoy gunboats, believing that if the Department knew how necessary it was for me to reach a northern climate at the earliest moment I would not have been detached.

It was with extreme reluctance and much anxiety that I yielded to the necessity of acting in this matter as I have, and had it not been that my life, [sic] but I could not, under my convictions and the advice of the medical officer, do otherwise than return home to recover from the effects of the sunstroke. I have the hope that the honorable Secretary will justify me in the course I have pursued.

It will require but a short time for rest to restore me to health again (as I already feel the beneficial effects of the change of temperature), and shall desire to have active service again.

The disappointment to Commander Patterson was great, but not more so than it was to me, and if I may be permitted to allude to the subject at all I would respectfully beg the Department to consider his wishes, and, if consistent, to relieve him.

Enclosed I respectfully hand you the certificate of the acting assistant surgeon, B. F. Hamell.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, of the arrival of that vessel off the coast of Patagonia.

U. S. S. SUWANEE,
Eden Harbor Straits, West Coast [of] Patagonia, May 26, 1865.

SIR: I respectfully report the progress of my vessel this far. At Montevideo, besides full bunkers, I took 140 tons of coal in bags. Leaving there on the 2d instant I proceeded down the coast, meeting with a good deal of heavy weather. I finally took refuge in Port Desire, [east] coast of Patagonia and remained there four days, the weather continuing bad and blowing very heavily from the northwest and westward. With two anchors down and a good scope of chain we rode out the gale very handsomely. On the 11th instant I proceeded on down the coast and entered the Strait of Magellan on the 13th instant, anchoring that night in Possession Bay, and the next day going on as far as Sandy Point. There we were very kindly received by the governor of the Chilean settlement, who furnished us with a large supply of wood, ready cut, for which no charge was made. I remained two days taking it in, and then proceeded to Port Gallant, Marian Cove, Otter Island, Puerto Bueno, and Tom [Tarn] Bay, making an anchorage each night. At Tom [Tarn] Bay I was overtaken with stormy weather, too thick to run with safety, and remained at anchor there four days, cutting wood when the weather would permit. At this place (Eden Harbor) I have fallen in with the Pacific Mail Steamship Company's new ship *Colorado* and am engaged to-day in taking 50 tons of coal from her, which Captain Bradbury lets me have on my promise to return the same amount to him at Panama or to pay for it just what it cost the company in Rio de Janeiro. To-morrow I go to Island Harbor, and the next day, if the weather is suitable, I shall go to sea, leaving the straits and making the best of my way to Valparaiso. So far I have met with no accident or difficulty, and trust to make the remainder of the voyage quite successfully.

I have the honor to be, sir, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Sanford, U. S. Navy, commanding U. S. S. Neptune, regarding condition of affairs at Cape Haitien, Haiti.

U. S. S. NEPTUNE,
Navy Yard, New York, May 26, 1865.

SIR: When I left Cape Haitien the revolution against the Government of President Geffrard seemed to have but little prospect of success, as the troops of the provisional government had received a severe check about 25 miles from Cape Haitien, and the men were without provisions and ammunition nearly exhausted; large numbers had deserted and gone to their homes.

Gonaïves had declared against the provisional government, which some seem to think would have the effect of discouraging entirely and eventuate in the disruption of Salnave's army.

The *Galatea* would protect the interests of commerce in Cape Haitien. A British man-of-war had arrived at Port au Prince for the like purpose.

Mr. Conard, acting consul-general at Port au Prince, is very desirous of having one of our men-of-war there.

So long as a man-of-war is in any of the ports in revolution no fears are entertained of maltreatment to the foreign population.

I have the honor to be, very respectfully, your obedient servant,

J. P. SANFORD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Letter from the Assistant Secretary of the Navy to citizens of New London, Conn., in response to request from them for increased protection to American interests in the Pacific Ocean.

NAVY DEPARTMENT, *May 27, 1865.*

GENTLEMEN: The Department received your letter * of the 13th instant, asking that adequate protection may be given to the vessels of the United States engaged in the whaling business in the Pacific. Acting Rear-Admiral Pearson, commanding the Pacific Squadron, will exercise all vigilance upon the movements of the *Shenandoah* with the force under his command. A steam vessel of war has recently joined, or is about joining, his squadron, another is on the eve of sailing with that view, and others will be dispatched to the Pacific station.

Very respectfully, etc.,

G. V. FOX,
Assistant Secretary of the Navy.

Messrs. WILLIAMS & HAVEN [and others],
New London, Conn.

Order of the Secretary of the Navy to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed to duty as senior officer of the convoy fleet.

NAVY DEPARTMENT, *May 27, 1865.*

SIR: Proceed with the U. S. S. *Rhode Island* to Mariguana Passage and relieve Commander Patterson as senior officer of the convoy fleet.

The *Tahoma* has recently sailed from New York to report for duty as one of the convoy fleet, and the *Seneca* will sail shortly under similar orders.

The *Galatea*, now on that duty, is represented to be in bad condition, and should be sent to New York as soon as her services can be spared. It is not likely that this convoy service will be required much longer. The coal depot of the fleet is at Cape Haitien.

Orders for the *James Adger* to return to New York on being relieved by the *Rhode Island* are herewith transmitted.

Very respectfully,

G. V. FOX,
Acting Secretary of the Navy.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, Navy Yard, New York.

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* See p. 516.

Report of Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, of arrival of that vessel at Hampton Roads, Va.

U. S. S. CONNECTICUT,
Hampton Roads, Va., May [26], 1865.

SIR: I respectfully report the arrival of this vessel under the enclosed copy of an order from Acting Rear-Admiral Stribling.

I am, sir, very respectfully, your obedient servant,

CHAS. S. BOGGS,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Fla., May 21, 1865.

SIR: The surrender of the *Stonewall* to the Spanish authorities at Havana makes it unnecessary for me to detain you any longer. You will therefore proceed to sea under your original orders from the Navy Department.

I am, very respectfully, your obedient servant,

C. K. STRIBLING,
Actg. Rear-Admiral, Comdg. Eastern Gulf Blockading Squadron.

Captain C. S. BOGGS,
Commanding U. S. S. Connecticut, Key West, Fla.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship St. Mary's, of the expected arrival in Peruvian waters of the C. S. S. Shenandoah.

U. S. SHIP ST. MARY'S,
Callao Bay, Peru, May 28, 1865.

SIR: I have the honor to report as follows:

I arrived at this port on the night of 12th instant.

By the Panama steamer of 18th instant the news was received here of the assassination of our late beloved President. I immediately communicated the sad intelligence to the shore authorities and foreign naval commanding officers in port, and also informed them that I intended at meridian on the ensuing day to fire a salute of twenty-one minute guns.

They all manifested their respect for the honored dead by firing a similar salute and keeping their colors half-masted during the entire day. And it is due to all classes of people in this part of Peru to say that they deeply sympathize with the Government and people of the United States in their great affliction.

On the morning of the 24th instant I received a note from our minister in Lima, requesting me to send next day at 2 p. m. to the mole at Callao one of the ship's boats for the purpose of conveying General Canseco, second vice-president of Peru, and himself on board the steamer which was to leave on the same day for Chile. The general had been under the asylum of the U. S. legation for several months, and it was now arranged that he should leave Peru. I complied with the minister's request.

It is rumored that certain parties in Callao (Englishmen, of course) have received information that the rebel steamer *Shenandoah* is on her way to this coast. I am looking out for her, and should she come will try to do all that can be done with a sailing vessel to prevent her doing any injury to our commerce.

It is natural to suppose that the pirate contemplates visiting the Chincha Islands, where there is a large number of American vessels loading with guano. Therefore I have decided to go there myself, and will sail to-morrow, or as soon as the wind will permit me.

I have already reported these facts to Admiral Pearson, but as my report may be some time reaching him, I deem it to be my duty to also report them to the Department.

I have the honor to add that the general health of the officers and crew of the ship is good.

Very respectfully, sir, your obedient servant,

GEORGE M. COLVOCORESSES,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of the arrival of that vessel at New York.

U. S. S. GLAUCUS,
Off Navy Yard, New York, May 30, 1865.

SIR: I respectfully report the arrival of this ship, six days from Key West, Fla., in tow of the U. S. S. *Magnolia.*

Respectfully, your obedient servant,

G. H. COOPER,
Commander, Commanding U. S. S. Glaucus.

Hon. GIDEON WELLES,
Secretary of the Navy, Navy Department, Washington, D. C.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, acknowledging receipt of Department's orders.

U. S. S. RHODE ISLAND,
Brooklyn Navy Yard, May 31, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's orders directing the *Rhode Island* to proceed to Mariguana Passage and relieve Commander Patterson as senior officer of the convoy fleet.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding special squadron, of the delivery of the C. S. ram Stonewall by her commander into the custody of the Spanish authorities at Havana, Cuba.

U. S. FLAGSHIP SUSQUEHANNA (First Rate),
Harbor of Havana, May 31, 1865.

SIR: I avail myself of the sailing of the mail steamer to inform the Department of the arrival at this anchorage of the entire squadron under my command.

We reached the mouth of the harbor on the evening of the 28th instant, but too late to enter it. On the morning of the 29th, however, before 10 o'clock, we were at anchor, and the customary salutes had passed between the flagship and the Spanish authorities.

I was informed by the officer who came with the offer of services from the vice-admiral commanding that the *Stonewall* was at anchor high up the harbor, which I had already noticed.

As soon as a boat could be sent for Mr. Minor, our consul-general, that gentleman came on board, and through him I learned of the delivery of the *Stonewall* into the custody of the Spanish authorities and the discharge of her crew and officers.

The Department no doubt has already learned the history of the last days of that vessel under her rebel flag through Acting Rear-Admiral Stribling, who has been here from Key West.

By appointment, at noon yesterday I paid an official visit to the captain-general, and was accompanied by a number of my officers. The interview was a very pleasant one.

In the course of conversation, which was not very formal, as it was not conducted through an interpreter, the captain-general stated that his Government had been informed of all the particulars in relation to the *Stonewall*, and seemed to wish to convey the idea that the vessel would be handed over to the Government of the United States.

He remarked that when Captain Page first offered to give his vessel into the hands of the Spanish authorities he wished to stipulate that under no circumstances was she to go into the hands of our Government. The authorities here of course declined acceding to any such stipulation and demanded that if the vessel was turned over to the Spanish Government it should be done without restrictions of any kind. About $18,000 were advanced by order of the governor-general to pay off the crew, etc.

I had prepared a communication to send to the governor-general before making my visit, but after I had seen him I modified it in some respects, and shall forward it to-day. I have the honor to enclose herewith a copy.

My object was to obtain some official acknowledgment of the present condition of the *Stonewall* which might place my movements more directly under my control.

The monitors I believe have now made their first foreign voyage, and it has been a successful one. The *Monadnock* gives great satisfaction. The *Canonicus* is very slow, and even in tow of the *Fahkee* did not exceed 5 knots. That ship towed her as far as Cape Canaveral, where both vessels were taken in tow by this ship, and made about 7 knots.

Our arrival here has created considerable sensation. The monitors have been so surrounded by boats that it has been quite difficult for the officers to leave or approach their own vessels.

I deemed it prudent to limit the number of visitors to the monitors to those only who received passes from the consulate. Hundreds of applications are already on the consul-general's desk.

I have reported my arrival to Acting Rear-Admiral Stribling, and have requested him to send me at least 200 tons of hard coal, as none can be obtained here, and the soft coal is not suitable for the *Canonicus*. If he can not send the amount the squadron will require (400 tons), I will not coal this ship nor the *Monadnock*, the latter vessel having more now than is required for her return.

I think it proper under all circumstances to remain here a certain time. The effect of our presence among our friends on the island is to confirm them in their good will and to impress upon those differently affected the vitality and vigor of our nation, with its monitors floating about from point to point. The 15-inch gun seems to have its weight in that direction.

As all the vessels will need supplies, and none were furnished with money current in this country, I have directed the paymaster of the flagship to draw bills for the amount necessary for the squadron.

I have not visited the *Stonewall*, but have rowed around her, and am not very much impressed with her power.

I think the *Canonicus* would have crushed her, and the *Monadnock* could have taken her beyond a doubt. Her rapid turning seems to be spoken of as her greatest merit, but in doing so she must lose her way, and her ram is reduced in power as her speed decreases. I do not consider that she would have lasted long under the treatment she would have received by this command. I presume the Department has already been informed of the occupation of Galveston by our naval forces off that port. The Spanish papers are my authority for the report

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP SUSQUEHANNA,
Harbor of Havana, May 30, 1865.

SIR: I have the honor to inform your excellency that one of the special causes of the visit of the squadron under my command to the Gulf was the appearance of the *Stonewall* in these waters.

The belligerent rights that foreign nations may have granted heretofore to vessels flying the so-called Confederate flag now cease by the dissolution of every form of the so-called Confederate Government.

The Government of the United States can no longer permit vessels of the character of the *Stonewall* to receive supplies and countenance in foreign ports, and thence pirate upon American commerce.

I learn that the *Stonewall* is now under custody of the Spanish Government. It is certain that she can not, of her own authority and through her former ownership, purge herself of the character of an enemy to the United States, and it would afford me much pleasure to be able to state officially to my Government her true condition at this time.

Should your excellency be pleased to transfer to the U. S. Government whatever authority you may now hold over that vessel, subject, of *course, to* all expenses incurred, etc., I should be most happy to be the

medium of that transfer, and should deem myself fortunate in being the first to convey to my Government the information of this mark of friendship from the Spanish authorities.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

His Excellency General DULCE,
Captain-General, etc., of the Island of Cuba.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting letter to the Spanish minister to the United States regarding the surrender of the C. S. ram Stonewall.

DEPARTMENT OF STATE,
Washington, May 31, 1865.

SIR: I have the honor to enclose for your information a transcript of a note of yesterday's date addressed by this Department to Mr. Tassara, the minister of her Catholic Majesty, upon the subject of the surrender of the *Stonewall* to the Spanish authorities at Havana.

I have the honor also to return herewith the accompaniments of your letter of the 29th instant, and to thank you for the opportunity afforded me of perusing them.

I am, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, May 30, 1865.

The undersigned, Acting Secretary of State of the United States, is directed by the President to acquaint Mr. Tassara, envoy extraordinary and minister plenipotentiary of her Catholic Majesty, that official intelligence has been received at this Department from the consul of the United States at Havana that the insurgent ram *Stonewall*, alias *Olinde*, which has been a subject of recent correspondence between this Department and Mr. Tassara, was, on the 19th instant, surrendered by the person in charge of her to the authorities at that port, in whose custody she is supposed to remain. As this surrender must have been made for the purpose of evading the capture or destruction of this vessel by the naval forces of the United States on her leaving Havana, which, it is believed, were entirely competent for either of those purposes, the proceeding must have been actuated by a desire to defraud the United States of their incontestable belligerent rights. It is not conceived how, by the law of nations, Spain could acquire from the commercial possession of the *Stonewall* any title to that vessel. If the person who made the deposit with the captain-general of Cuba had been, in fact, at the time of deposit a belligerent rebel, yet he could convey no title in an armed and hostile ship to a neutral state, but, in point of fact, those in command of the vessel had, at the time of her surrender, lost all the characteristics and privileges of a belligerent. They were pirates; no

more, no less. The *Stonewall* belonged to their true sovereign (the United States), even without capture. Spain, as it seems to the United States, could not by purchase or conveyance defeat the right of the United States to the vessel.

Under these circumstances, and for the reasons stated, it is expected that the vessel will be delivered to the consul of the United States at Havana. Any reasonable expenses which may have been incurred by her Catholic Majesty's authorities in consequence of the surrender and custody of the *Stonewall* will be paid by the Navy Department here upon presentation of the proper documents.

The undersigned offers to Mr. Tassara on this occasion renewed assurances of his highest consideration.

W. HUNTER.

MR. TASSARA.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding special squadron, transmitting correspondence with Cuban authorities regarding the C. S. ram Stonewall.

FLAGSHIP SUSQUEHANNA (First Rate),
Harbor of Havana, June 3, 1865.

SIR: On the 31st ultimo I informed the Department of my arrival here, and also had the honor to enclose a copy of a communication I had addressed to the governor-general of the island. That communication met with a prompt reply, a copy of which, with literal translation,* is herewith enclosed.

If the reply be not as satisfactory in every respect as I could have wished, it at least conveys to me an official assurance that the ram *Stonewall* is in custody of Spanish authority, and in her emasculated condition is rendered harmless until disposed of by the Governments of the United States and Spain.

It was perhaps expecting too much of Spanish pride to suppose that it could consent formally to have handed over the *Stonewall* to the United States, with such a force in these waters as there now is under my command, so long as it could with any show of reason postpone that probable event.

In this view of the case my prolonged stay here may not be favorable. I am, however, still without any suitable coal for the monitors, although Acting Rear-Admiral Stribling, to whom I have written, advises me that a vessel will be sent at once.

Much interest prevails among the native Cubans on the subject of the monitors, and their decks are at all times inconveniently crowded by persons admitted only by a consular pass.

There has been no want of courtesy on the part of the authorities and the consular agents here. The admiral of the port has given a ball and extended his invitation generally to the squadron.

The governor-general has done me the honor to invite myself and officers to a dinner, and the citizens, I am informed, intend giving a ball in honor of our arrival.

I mention these matters here, as I learn that an exhibition of this state of feeling by the native Cubans would until now have been anything *but agreeable* to the Spanish authorities.

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*Original omitted.

A trifling matter in regard to a salute drew a note from me to the military governor. I enclose a copy of the same, with its answer,* a literal translation of which I also send.

The military governor had visited my ship by order of the governor-general, for the purpose of returning my visit. The fort returned but thirteen guns to the fifteen that I fired. I immediately sent to the fort to have the error corrected without going any further, but was referred to higher authority.

Owing to this unseemly delay, my note was rather more abrupt, perhaps, than it should have been; but the Spanish are so punctilious in such matters themselves that I felt like requiring more from them. The two guns were fired the following day, and an invitation from the governor-general to dinner reached the ship soon after.

I visited the *Stonewall* with several officers. She is in custody of a few soldiers. We ranged her decks freely. She must prove an exceedingly uncomfortable vessel at sea. Is quite formidable forward, as she carries there a fine Armstrong 10-inch rifle; but her turrets are little more than 4-inch plates. I am still more impressed with the belief that the *Monadnock* would be more than her equal.

The dinner at the governor-general's was a very imposing state matter, every dignitary of the island being present. In the course of it the governor-general rose and said that it was not the custom on such an occasion to propose a toast, but with our leave he would depart from it, and ask permission to drink to the memory of that great and good man, Mr. Lincoln, late President of the United States.

He spoke of the kindly relations with the United States and felt sure there would be no occasion for any change in them.

I expressed my thanks for the compliment, and he was kind enough to deliver them to the company in suitable language, which I did not like to venture upon in public in a foreign tongue.

The coal vessel has arrived from Key West and the monitors are now supplying themselves. If nothing prevents, I will leave here on Monday or Tuesday for Fortress Monroe.

I have already directed the *Wando*, after coaling at Key West, to return to Admiral Dahlgren. She was without speed and useless to me. The other vessels I retain with me to look out for the monitors.

The rains have already commenced and some fever exists here. I have felt anxiety lest it should show itself in the ironclads, as their accommodations are not adapted to an epidemic like yellow fever.

I am to accompany the governor-general to-day on a visit to the monitors; that is, he goes alongside only, the law preventing him from going on board. The Department will judge of the effect this class of vessels must have produced here when such a functionary can be induced to do so much.

It is a subject of real congratulation to have such a suitable person to represent our public interests here as our consul-general, Mr. Minor. He is held in high esteem by the governor-general, who took pains to convey that impression to me, and I am greatly indebted to him for much official and personal courtesy, which I take great pleasure in acknowledging.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

* Original omitted.

[Enclosures.]

[Translation.]

HAVANA, *May 31, 1865.*

I have the honor to answer the letter which your excellency wrote me of yesterday's date, and which I have just received, in reference to the true condition of the ram *Stonewall* at this moment.

On the 19th instant I informed his excellency the minister of her Catholic Majesty in Washington of all that had taken place, who will have transmitted it to the Government of the United States, the amount of which is that by cession of the commandant of that vessel to her Majesty it was accepted as a case of deposit until instructions to act should be received.

In regard to other considerations in relation to the belligerent rights, which up to now vessels bearing the Confederate flag have had, it is not incumbent on me to enter, because these international questions can only be resolved by the respective Governments.

I presume that I will soon receive instructions, and by them I shall be obliged to regulate my conduct, and it is to be believed that, as so much harmony exists between Spain and the United States, whatever is just and conformable to general rights will be resolved upon.

I have the honor of [being,] your excellency, rear-admiral, your obedient servant,

DONNO DULCE.

Rear-Admiral GODON,
Commanding Special Squadron of the United States.

FLAGSHIP SUSQUEHANNA,
Harbor of Havana, May 31, 1865.

GENERAL: I beg leave to call your attention to the fact that only thirteen guns were fired to-day from the fort in return for fifteen which the *Susquehanna* fired in honor of your visit.

I sent to the commandant of the fort to advise him of the error, but was informed that he only fired the number of guns directed by the military commandant, and referred my lieutenant to that officer.

I regret that the error could not at once have been rectified without this delay and the annoyance to you of this letter, for I presume it is only necessary for you to know of the mistake in order to have it promptly corrected.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

His Excellency the MILITARY GOVERNOR OF THE ISLAND OF CUBA.

[Translation.]

MILITARY GOVERNOR OF HAVANA,
Havana, May 31, 1865.

REAR-ADMIRAL: Informed by your polite communication that the vessel of your command had saluted the visit which I made to it this morning with fifteen guns, and that the fort had answered with only thirteen, I have ordered that to-morrow the fort of the Cabana shall fire the two guns needed to complete the salute, which mistake was caused by the adjutant of the fort charged with answering the number of guns

counting only thirteen, for he is ordered that gun for gun shall be fired to all salutes which are given by foreign vessels.

The general military governor has the honor to salute the rear-admiral with the highest consideration.

JUAN EXAURDAZ,
General Military Governor.

REAR-ADMIRAL OF SPECIAL SQUADRON OF THE UNITED STATES.

Instructions of the Acting Secretary of the Navy to Rear-Admiral Goldsborough, U. S. Navy, appointed to command European Squadron.

NAVY DEPARTMENT, *June 3, 1865.*

SIR: Having been appointed to the command of the squadron to be in European waters, you will, as soon as ready, proceed with the *Colorado* and *Frolic*, which are to constitute a part of that squadron, to your destination. On your passage out you can touch at the Western Islands, and proceed thence to any port within the limits of your cruising ground hereinafter defined, viz, the Atlantic coast of Europe south of Scotland and west [of] Denmark, the Azores, Madeira, and the Canaries. Until otherwise ordered by the Department you will not cruise beyond these unless an emergency should arise, of which you are to be the judge, requiring it.

Do not enter any port, unless absolutely necessary, where belligerent privileges may be extended to the United States rebels, or where naval honors are by governmental authority withheld from the flag of the United States. If an emergency should take you into such a port, you will refrain from all the courtesies required by the Navy Regulations in friendly foreign ports, unless to return salutes, and you will notify the representative of the United States in such port of the tenor of this order.

You are also forbidden to exchange any of the customary courtesies with foreign officials whom you may meet whose Government extends belligerent privileges to the United States rebels, or denies customary naval courtesies to the United States, and you may advise such officials of this order.

With all other Governments and official personages it is expected that you will cultivate friendly relations. Your ships and the officers and men of the squadron will be welcomed to European shores with a lively interest, and the Department desires that you will impress upon all under your command the responsibility which attaches to each one in a foreign port as a representative of the United States.

You will visit as many ports as practicable during the cruising months, and visit and communicate freely with our diplomatic representatives, with whom it is expected there will be cooperation and harmony.

Everywhere within the limits of your command, and at all times, guard with jealous care the interests and honor of your country, protect and facilitate its commerce, and defend its citizens.

It is expected that you will furnish the Department with any general information you can obtain which you may deem of value, but particularly with regard to naval matters. You will therefore visit and permit the officers of your command to visit foreign dockyards, vessels, and ordnance manufactories, and gather minute information concerning naval affairs from each country, and communicate the same to the Department.

Your squadron will consist for the present of the *Colorado*, Commander R. H. Wyman; *Niagara*, Commodore T. T. Craven; *Sacramento*, Captain Henry Walke; *Kearsarge*, Commander A. D. Harrell; *Frolic*, Lieutenant-Commander J. H. Upshur, and the *Shawmut*, Lieutenant-Commander John G. Walker, and you are at liberty to hoist your flag on board either of them, or any one that may join you hereafter, whenever you think proper, although the *Colorado* is now intended as your flagship.

You will send the *Niagara* to Boston, to be there by the 1st of September next. When the cruising season is up, or by the 1st of September at furthest, send the *Shawmut* to the coast of Brazil, with orders to report to Acting Rear-Admiral S. W. Godon for duty.

The *Guard*, now at Boston, loaded with stores for the squadron, will be sent to Cadiz.

Funds for the squadron will be supplied through Messrs. Baring Brothers & Co., the agents of the Department at London, on whom the paymasters of the several vessels have letters of credit.

The Department has sent instructions to the commanders of the vessels already in European waters which are to form part of your squadron to take the earliest opportunity after your arrival out to report to you in person or by letter.

Very respectfully,

G. V. FOX,
Acting Secretary of Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Appointed to Command European Squadron,
Navy Yard, New York.

Order of the Acting Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, to proceed with that vessel to New York.

NAVY DEPARTMENT, *June 5, 1865.*

SIR: Unless the relations are such between the *Shenandoah* and *Iroquois* as to render it advisable for you to remain longer in the East Indies, you will, on the receipt hereof, proceed with the *Iroquois* to New York.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary Navy.

Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Batavia.

Order of the Acting Secretary of the Navy to Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, to proceed with that vessel to New York via Cape of Good Hope.

NAVY DEPARTMENT, *June 5, 1865.*

SIR: On the receipt hereof proceed with the U. S. S. *Iroquois* to New York via the Cape of Good Hope, unless an emergency should arise demanding your continued presence in the East.

Very respectfully,

G. V. FOX,
Acting Secretary of Navy.

Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Batavia, Island of Java.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Godon, U. S. Navy, commanding special squadron, expressing approval of his course.

NAVY DEPARTMENT, *June 6, 1865.*

SIR: I have received your dispatch, dated the 31st ultimo, announcing your arrival at Havana and your proceedings there.

Your course is approved. The Government having made a demand for the delivery of the *Stonewall* to the United States authorities, it is unnecessary for you to remain longer at Havana.

You will order the *Monadnock* and remaining vessels of your special squadron to Hampton Roads, and proceed yourself in the *Susquehanna* to the coast of Brazil, in pursuance of instructions already in your possession.

Very respectfully,

G. V. FOX,
Acting Secretary of the Navy.

Commodore S. W. GODON,
Commanding Special Squadron, Havana, Cuba.

Order of the Acting Secretary of the Navy to Commander Nicholson, U. S. Navy, commanding U. S. S. Mohongo, to report to Acting Rear-Admiral Pearson, U. S. Navy, for duty in the Pacific Squadron.

NAVY DEPARTMENT, *June 7, 1865.*

SIR: The U. S. S. *Mohongo*, under your command, having been fitted out for service in the Pacific Squadron, you will, as soon as she is ready for the voyage, proceed with her, via Cape Horn, to that station.

You are, of course, if you think it advisable, at liberty to proceed through the Strait of Magellan. Use all practicable dispatch in reaching your destination, not deviating from the most direct route unless to pursue some piratical vessel within reach.

The Department has a supply of coal at St. Thomas and Pointe à Pitre, where you can replenish your stock. You can touch at such other ports on the passage as may be necessary for the purpose of obtaining fuel or other necessary supplies.

Acting Rear-Admiral George F. Pearson, commanding the Pacific Squadron, to whom you will take the earliest opportunity to report in person or by letter after reaching your station, will be advised of your departure, and you may expect to find instructions from him for your guidance either at Valparaiso or Callao.

Advise the Department as opportunity offers of the progress of your voyage and the qualities of your ship.

Very respectfully,

G. V. FOX,
Acting Secretary of Navy.

Commander J. W. A. NICHOLSON,
Commanding Mohongo, Navy Yard, New York.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Pernambuco, Brazil.

U. S. S. WYOMING,
Pernambuco, June 7, 1865.

SIR: I beg leave to inform the Department that I arrived at this port on the 5th instant, in twenty-nine days from Norfolk. I had hoped

to have made Rio my first stopping place, but having exhausted my coal I was compelled to put in here to obtain a fresh supply. The winds were very unfavorable both north and south of the equator, and I was compelled to use steam where I had reason to expect favorable winds.

I will leave this [port] on the 29th instant for Rio, where I will remain a few days to fill up with coal and complete some slight repairs to the engines.

The performance of the ship as regards speed falls much below my expectations, as I had heard her frequently spoken of as one of the fastest of her class. Where she got such a reputation I am at a loss to conceive. I have a steam log of her former cruise on board, and nowhere can I find that she ever made over 10 knots per hour under the most favorable circumstances, her average speed at sea being a little over 6 knots per hour, burning from 12 to 15 tons of coal per day. With the wind ahead and moderate, she is very sluggish; against a fresh breeze she can do but little. The computed slip of the propeller is about 32 per cent. In smooth water with sixty revolutions of the screw her speed rarely exceeds 7 knots per hour.

The new boilers that were put in her since her last cruise are larger and consume more coal than her former ones. During most of the passage I used but eight furnaces out of the fourteen, and to obtain the speed of 6 to 7 knots consumed 15 tons of coal per day. With the whole number the consumption is 1 ton per hour, giving a speed in smooth water of 9½ to 10 knots.

I have heard nothing since my arrival on the coast of any rebel vessels, nor have any visited this vicinity for a long period.

The officers and crew are in good health and perform their duties in a satisfactory manner.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Goldsborough, U. S. Navy, appointed to command the European Squadron, regarding the C. S. steamers Rappahannock, Shenandoah, and Tallahassee.

NAVY DEPARTMENT, *June 10, 1865.*

SIR: On reaching your station order Captain Walke to proceed with the *Sacramento* to Boston.

You will seize and send into port any of the rebel vessels that you may find out of neutral waters, especially the *Rappahannock, Shenandoah,* and *Tallahassee.*

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron, New York.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship St. Mary's, of the cruise of that vessel in search of C. S. S. Shenandoah.

U. S. SHIP ST. MARY'S,
Chincha Islands, Off Coast of Peru, June 10, 1865.

SIR: I have the honor to report to the Department that I arrived at this anchorage on the afternoon of the 8th instant.

Nothing further has been heard from the *Shenandoah*, but I shall continue to cruise between these islands and Callao, so that if the pirate should come I may be able to offer protection to our commerce. There are here at present thirty American ships waiting for their cargoes.

Very respectfully, sir, your obedient servant,

GEO. M. COLVOCORESSES,
Commander, U. S. Navy, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Acting Rear-Admiral Godon, U. S. Navy, commanding special squadron, of the return to Hampton Roads, Va., of the vessels under his command from cruise in search of the C. S. ram Stonewall, and enclosing letters from M. F. Maury, late commander, C. S. Navy.

FLAGSHIP SUSQUEHANNA (First Rate),
Hampton Roads, June 12, 1865.

SIR: I have the honor to inform the Department of my arrival here this day in company with the *Monadnock*, *Chippewa*, and *Monticello*. The *Canonicus*, in tow of the *Fahkee*, was sent into Port Royal on the 9th instant, when abreast of that place, for coal, as she had less than one day's supply.

In my letter of the 2d instant I informed the Department of the intended visit of the captain-general to the monitors on the following day. He was accompanied by a number of barges and a large staff, comprising most of the dignitaries of the place, and as he passed ahead of the flagship on his way to the ironclads was saluted by the former vessel.

With very little urging, the general was induced to go on board the *Monadnock*, and after having thoroughly examined her the *Canonicus* was visited, and the party finally came on board this ship.

I accompanied the captain-general in his barge, and he remarked to me that in making these visits he was acting contrary to usage, if not to Spanish law; but he evidently desired me to understand that in doing so it was his wish to be marked in his attention.

At my request we also visited the *Stonewall*, and the unfavorable light in which that vessel appeared when contrasted with our own ironclads could not fail in making its impression.

The squadron left Havana on the 6th; the houses and wharves were crowded to witness the departure of the monitors, whose movements created the greatest surprise and interest.

Our run has been a very favorable one, having had light and fair winds most of the time. For a few hours the sea was rough and broke over the turret of the *Canonicus*, which vessel was hardly suitable for such a voyage, being very slow in speed and having but 30 tons of coal

remaining in her bunkers when she arrived at Havana. I should have been obliged to have left her at that port had I proceeded to Galveston, as I expected, in search of the *Stonewall*.

The *Monadnock* I consider a perfect success. She has steamed along with this ship, has given no trouble, and has caused me no anxiety. Her compasses are somewhat sluggish, and the *Monticello* was stationed ahead of her in order to give her a course to steer by at night. This defect can no doubt be remedied.

I will not be guilty here of the bad taste of expressing my regrets at not falling in with the *Stonewall* at sea in the midst of her destructive career, in order to prove with what ease she could have been taken. I think it better that her end should have been the insignificant one it is. One-half the force at my command could have captured her, and yet not be entitled to special praise. The *Monadnock* alone, as I have already said, is her superior in every way. As usual in rebel matters, the ram's greatest power consisted in the wild reports of her formidableness which were heralded in advance.

Although this squadron has not succeeded in the capture or destruction of that vessel, the mpression which has been made by its presence in the harbor of Havana is, I think, only second in importance to the accomplishment of the object for which it was specially created.

I am very happy to be able to say that we are without sickness in the command.

I enclose nerewith a characteristic letter from M. F. Maury, formerly of our Navy, received the day before I left Havana. The rebellion could hardly have well ended without a special parole to that gentleman.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Special Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Enclosure.]

AT SEA, *May 25, 1865.*

SIR: Be pleased to transmit the enclosed to the officer in command of the United States naval forces in the Gulf of Mexico.

Should an American man-of-war, however, enter the harbor before an opportunity occurs of transmitting the enclosed, be pleased to deliver it to her commanding officer, with the request that he will open it and send his reply to it care of Señor Don Pedro Souche, in the city of Mexico.

Respectfully,

M. F. MAURY,
Commander, C. S. Navy.

U. S. CONSUL,
Vera Cruz.

[Subenclosure.]

AT SEA, *May 25, 1865.*

SIR: In peace as in war I follow the fortunes of my native old State (Virginia). I read in the public prints that she has practically confessed defeat and laid down her arms. In that act mine were grounded also.

I am here without command, officially alone, and bound on matters of private concern abroad. Nevertheless, and as I consider further resistance worse than useless, I deem it proper formally so to confess, *and to pledge* you in the words of honor that should I find myself

before the final inauguration of peace within the jurisdiction of the United States to consider myself a prisoner of war, bound by the terms and conditions which have been or may be granted to General Lee and his officers.

Be pleased to send your answer through my son (Colonel R. L. Maury), a prisoner of war on parole in Richmond.

In the meantime, and until I hear to the contrary, I shall act as though my surrender had been formally accepted on the above-named terms and conditions.

Respectfully, etc.,

M. F. MAURY,
Commander, C. S. Navy.

_____ _____,
Commanding U. S. Naval Forces in the Gulf of Mexico.

Report of Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, of the cruise of that vessel from Patagonia to Valparaiso, Chile.

U. S. S. SUWANEE,
Valparaiso, Chile, June 12, 1865.

SIR: The day after my letter to the Department of May 26 I left the straits on the west coast of Patagonia, but made slow progress in consequence of strong head winds and rough sea. On the 31st day of May it blew a heavy gale from the north, causing a tremendous sea. Hatches were battened down and ship hove to with a balance-reefed mainsail and moderate steam, using but one boiler and 15 tons of coal in twenty-four hours. I must say that the ship excited my admiration by the seaworthy qualities she exhibited. We took a little water in over the bows, but shipped no heavy seas.

We were blown very far off the land, and when the gale abated I stood for Concepcion Bay, where I anchored, being short of coal.

While at Concepcion the British mail steamer arrived, bringing the melancholy news of the death of his Excellency President Lincoln. I immediately half-masted our colors, and the following day fired half-hourly guns from sunrise until sunset.

Finding I could get no coal at Concepcion, I ran down to Coronel Bay, and there took on board 239 tons. Half-masted the flag and jack during the day of our arrival at Coronel.

I arrived at this port (Valparaiso) on the 11th instant. I have received orders from Rear-Admiral Pearson to proceed to Guaymas, in the Gulf of California.

I have the honor to be, sir, your obedient servant,

PAUL SHIRLEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the cruise of that vessel.

U. S. S. SACRAMENTO,
Dover, England, June 12, 1865.

SIR: Having received a supply of provisions, stores, and clothing at Antwerp, I will continue cruising on the southern coast of England until the *Sacramento* may be required elsewhere.

Our consular agent at this port informs me that the *Rappahannock* has hauled down the rebel flag, and thinks she will hoist some foreign flag. She has never sailed under a rebel flag.

Very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the need of additional force for the convoy fleet.

U. S. S. RHODE ISLAND (Second Rate),
Cape Haitien, June 13, 1865.

SIR: I have the honor to report the arrival of the *Rhode Island* at this port on the 10th instant, via Mariguana Passage, finding the *James Adger* and *Galatea* in the harbor, and nothing had been heard of the *Tahoma.* Owing to the unsettled affairs of the country, the *Galatea* had been directed by Commander Patterson to remain here for the protection of American interests. The condition of the *Galatea's* boilers and machinery will barely admit of her getting to New York, and consequently she is not available for convoy duty, and will be sent to New York as soon as her services can be spared. The *Tahoma* or *Seneca* not having arrived will leave the *Rhode Island* the only available vessel for convoy duty, and as her piston is somewhat defective, should any accident happen there would be no vessel to perform this service. I would therefore respectfully suggest, if the convoy duty is continued, that the Department may be pleased to detail, in case anything should have happened to the *Tahoma* or *Seneca*, other vessels to be sent out to supply their places.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Godon, U. S. Navy, appointed to command Brazil Squadron.

NAVY DEPARTMENT, *June 14, 1865.*

SIR: As soon as the *Susquehanna* is coaled and provisioned you will proceed with her to the coast of Brazil, in pursuance of instructions given to you to command the squadron on that station.

Proceed direct to St. Thomas and thence to a few of the principal French and English Leeward and Windward islands on the way to your station.

The *Wasp*, formerly *Emma Henry*, repairing at Philadelphia, will be sent out to join your command; also the *Nipsic*, at Boston. The *Shawmut*, after a short service in the European Squadron, is to proceed to the coast of Brazil and report to you.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. W. GODON,
Commanding Brazil Squadron, Hampton Roads, Va.

Instructions of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Frolic, regarding the cruise of that vessel.

U. S. FLAGSHIP COLORADO,
Navy Yard, New York, June 15, 1865.

SIR: Proceed with the *Frolic* to Fayal, one of the Azores. Replenish your coal there, so as to have enough on board on leaving the place to last you to reach Antwerp, in Belgium.

Remain at Fayal a week, then proceed to Antwerp, and there remain until you receive further orders. England, France, Spain, and Portugal are the European powers which still extend belligerent rights to the insurgents, and as long as those powers continue to do so their ports are not to be visited by the *Frolic* unless in a case of absolute necessity, and even then you will refrain from all courtesies required by the Navy Regulations in friendly foreign ports, unless to return salutes; and you will notify the representatives of the United States in such port of the tenor of this order.

You are also forbidden to exchange any of the customary courtesies with foreign officials whom you may meet whose Government extends belligerent privileges to the insurgents or denies customary naval courtesies to the United States, and you may advise such officials of this order. With all other Governments and official personages it is expected that you will cultivate friendly relations.

Pay a strict regard to the regulations in relation to the consumption of fuel. In this particular it is indispensable that great economy be observed.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Lieutenant-Commander JOHN H. UPSHUR,
Commanding U. S. S. Frolic.

Report of Captain Almy, U. S. Navy, commanding U. S. S. Juniata, of the completion of repairs to that vessel at Port Royal, S. C.

U. S. S. JUNIATA (Second Rate),
Port Royal, S. C., June 16, 1865.

SIR: After unavoidable and vexatious delays I am gratified in being able to report that the repairs to the *Juniata's* engine and machinery are at last completed, so as to enable me to take my departure for the coast of Brazil, in compliance with orders issued from the Department dated February 23, 1865. I shall sail from here to-day.

How the engine will run and how long it will last, judging from former experience with it, is a matter of uncertainty, but with the aid of sails the best exertions will be used to get out of the vessel all the service required and desired by the Department.

A complete muster roll of officers and crew will be transmitted to the Department.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of State to the Secretary of the Navy, announcing the withdrawal of the character of belligerents from the Confederate States by the Government of France.

DEPARTMENT OF STATE,
Washington, June 17, 1865.

SIR: I have the honor to inform you that it has been made known to this Department by the minister of the United States residing in France that the Imperial Government of that country has removed all restrictions heretofore imposed by it upon the naval intercourse with the United States. I have also the pleasure to inform you that I have learned in the same authentic manner that the Imperial Government of France has withdrawn from the insurgents of the United States the character of belligerents, which heretofore that Government had conceded to them, and these proceedings by the Government of France have been prompted by the express desire of reviving the old sympathies between the two nations, whose interests and traditions constantly invite them to cultivate the most cordial relations.

I beg leave to suggest the importance of communicating these facts to the proper officers of the Navy.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Goldsborough, U. S. Navy, appointed to command European Squadron, of the departure from the navy yard, New York, of the flagship Colorado.

U. S. FLAGSHIP COLORADO (First Rate),
Off Ellis Island, New York Harbor, June 17, 1865.

SIR: I have the honor to report to you that this ship left the navy yard, Brooklyn, yesterday, and is now anchored off Ellis Island, at the entrance of North River, to take on board her powder, which is now being done, and will probably occupy us until Monday noon.

Then, or as soon after as practicable, I shall put to sea.

As to touching at Fayal [Azores], I propose to be governed by circumstances, particularly as my instructions do not enjoin upon me to go there, but rather leave it to my discretion.

A prolonged passage or bad weather when up with the island will induce me to push right on for the British Channel. Off the Isle of Wight I expect to secure the pilot I require, but whether I will first go to Antwerp, Amsterdam, or Bremerhaven will depend upon the information I may receive as to the whereabouts of the *Niagara*, *Sacramento*, and *Kearsarge*.

If communications be addressed to me at Antwerp I will take care to have them forwarded to me without delay.

I have ordered the *Frolic* to touch at Fayal and then proceed to Antwerp. Her commander is authorized to touch at Flushing on his way to Antwerp, should he find it advantageous to do so.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, announcing the withdrawal of the character of belligerents from the Confederate States by the French Government.

NAVY DEPARTMENT, *June 18, 1865.*

SIR: The Department is in receipt of a letter from the Secretary of State, stating that the Imperial Government of France "has removed all restrictions heretofore imposed by it upon the naval intercourse with the United States," and "has withdrawn from the insurgents of the United States the character of belligerents, which heretofore that Government had conceded to them."

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to Lieutenant-Commander Upshur, U. S. Navy, regarding seizure of vessels.

U. S. FLAGSHIP COLORADO (First Rate),
Off Ellis Island, New York Harbor, June 18, 1865.

SIR: You will seize and send into port any of the rebel vessels that you may find on your way, out of neutral waters, especially the *Rappahannock*, *Shenandoah*, and *Tallahassee*.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Lieutenant-Commander JOHN H. UPSHUR,
Commanding U. S. S. Frolic.

Letter from the Secretary of State to the Secretary of the Navy, transmitting diplomatic correspondence regarding withdrawal of belligerent rights.

DEPARTMENT OF STATE,
Washington, June 19, 1865.

SIR: I have the honor to transmit for your information a correspondence between Sir Frederick W. A. Bruce and this Department upon the subject of the withdrawal of the pretended concession of belligerent rights to the insurgents. In view of this correspondence, I suggest, therefore, that you communicate to the naval officers of the United States the results following therefrom, namely:

First. Great Britain withdraws her concession heretofore made of a belligerent character from the insurgents.

Secondly. That the withdrawal of the twenty-four-hour rule has not been made absolute by Great Britain, and that therefore the customary courtesies are not to be paid by our vessels to those of the British navy.

Thirdly. The right of search of British vessels is terminated. Of course this has no bearing upon the operation of the existing slave-trade treaty.

Fourthly. Any insurgent or piratical vessels found on the high seas may be lawfully captured by vessels of the United States.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

FOREIGN OFFICE, *June 2, 1865.*

SIR: I received on the 25th ultimo your dispatch of the 10th ultimo, enclosing a copy, taken from a newspaper, of a proclamation issued by the President of the United States on that day, declaring, among other matters, that "armed resistance to the authority of this Government, namely, the Government of the United States, "may be regarded as virtually at an end, and the persons by whom that resistance, as well as the operations of insurgent cruisers, were directed are fugitives or captives."

On the day following the receipt of your dispatch intelligence reached this country of the capture of President Davis by the military forces of the United States. In this state of things her Majesty's Government lost no time in communicating with the Government of the Emperor of the French as to the course which should be pursued by the two Governments, and while these communications were in progress I received officially from Mr. Adams, on the 30th ultimo, a copy of the President's proclamation of the 10th.

It would indeed have been more satisfactory if the Government of the United States had accompanied the communication of the President's proclamation with a declaration that they formally renounced the exercise as regards neutrals of the rights of a belligerent; but her Majesty's Government considered that, in the existing posture of affairs, the delay of any formal renunciation to that effect did not afford to neutral powers sufficient warrant for continuing to admit the possession of a belligerent character by a confederation of States which had been actually dissolved.

The late President of the so-called Confederate States has been captured and transported as a prisoner to Fort Monroe; the armies hitherto kept in the field by the Confederate States have, for the most part, surrendered or dispersed; and to continue to recognize these States as belligerents would not only be inconsistent with the actual condition of affairs, but might lead to much embarrassment and complication in the relations between the neutral powers and the Government of the United States.

Her Majesty's Government have accordingly, after communication with the Government of the Emperor of the French, determined to consider the war which has lately prevailed between the United States and the so-called Confederate States of North America to have ceased *de facto*, and on that ground they recognize the reestablishment of peace within the whole territory of which the United States before the commencement of the civil war were in undisturbed possession.

As a necessary consequence of this recognition, her Majesty's Government will forthwith send to her Majesty's authorities in all ports, harbors, and waters belonging to her Majesty, whether in the United Kingdom or beyond the seas, orders henceforth to refuse admission into any such ports, harbors, and waters of [to] any vessel of war carrying a Confederate flag, and to require any Confederate vessel of war which,

at the time that the orders may be received by her Majesty's authorities, may have already entered such ports, harbors, and waters, in the faith of proclamations heretofore issued by her Majesty, and which, having complied with the provisions of such proclamations, may be actually within such ports, harbors, and waters, forthwith to depart from the same.

But in adopting this decision as regards Confederate vessels of war found within British ports, harbors, and waters when the orders are received by her Majesty's authorities, her Majesty's Government consider that a due regard for national good faith and honor requires that her Majesty's authorities should be instructed that any Confederate vessels of war so required to depart should on their departure have the benefit of the prohibition heretofore enforced against their being pursued within twenty-four hours by a cruiser of the United States lying at the time within the same port, harbors, and waters; that such prohibition should be then and for the last time maintained in favor of such Confederate vessels of war. Her Majesty's Government can not anticipate any objection being made by the Government of the United States to this reserve when the ground on which it is adopted is explained to that Government.

Her Majesty's Government, however, thought it right to provide for the contingency of the commander of any Confederate vessel of war which may be found in any port, harbor, or waters of her Majesty's dominions at the time when these new orders are received desiring to divest his vessel of her warlike character, and to assume the flag of any nation recognized by her Majesty's Government as in a state at peace with her Majesty; and in such a case her Majesty's authorities will be authorized to allow the commander of the vessel to do so, and, after disarming her, to remain, without a Confederate flag, within British waters at his own risk in all respects; in which case such commander will be distinctly apprised that he is to expect no further protection from her Majesty's Government except such as he may be entitled to in the ordinary course of the administration of the law in time of peace. The rule as to twenty-four hours would not be applicable to the case of such vessel.

I have to instruct you to lose no time in making known to the Government of the United States, by communicating to the Secretary of State a copy of this dispatch, the course of action on which her Majesty's Government have decided, and which they doubt not will be agreeable to the Government of the United States. But in making this communication to the Secretary of State you will add that her Majesty's Government have adopted this course under the full persuasion that the Government of the United States will, on their part, at once desist from exercising toward neutrals the rights of blockade and of search and detention of neutral vessels on the high seas, which can be lawfully exercised by belligerents alone, and which a power not engaged in warfare can not, under the law of nations, assume to exercise.

I have, etc.,

RUSSELL.

The Hon. Sir FREDERICK BRUCE, G. C. B., etc.

DEPARTMENT OF STATE,
Washington, June 19, 1865.

SIR: Due consideration has been given to a dispatch which Earl Russell addressed to you on the 2d of June instant, and of which, on the

14th instant, you were so kind as to leave a copy at this Department. The President is gratified by the information which that paper contains, to the effect that her Majesty's Government have determined to consider the war which has lately prevailed between the Unites States and the insurgents of this country to have ceased *de facto*, and that her Majesty's Government has recognized the reestablishment of peace within the whole territory of which the United States were in undisturbed possession at the beginning of the civil war.

The President is also gratified to learn from Earl Russell's dispatch that her Majesty's Government will forthwith send her Majesty's authorities in all ports, harbors, and waters belonging to her Majesty, whether in the United Kingdom or beyond the seas, orders henceforth to refuse admission into any such ports, harbors, and waters of [to] any vessel of war carrying the insurgent flag, and to require any insurgent vessels of war which, after the time that the orders may be received by her Majesty's authorities, may have already entered such ports, and which, having complied with the previous proclamations of the British Government, may be actually within such ports, harbors, and waters, forthwith to depart from the same.

It is with regret, however, that I have to inform you that Earl Russell's aforesaid dispatch is accompanied by some explanations and reservations which are deemed unacceptable by the Government of the United States. It is hardly necessary to say that the United States do not now admit what they have heretofore constantly controverted, that the original concession of belligerent privileges to the rebels of [by] Great Britain was either necessary or just, or sanctioned by the law of nations.

The correspondence which took place between this Government and that of her Majesty at an early stage of the insurrection shows that the United States deemed the formation of a mutual engagement by Great Britain with France that these two powers would act in concert with regard to the said insurrection to be an unfriendly proceeding, and that the United States therefore declined to receive from either of these powers any communications which avowed the existence of such an arrangement. I have therefore now to regret that Earl Russell has thought it necessary to inform this Government that her Majesty's Government have found it expedient to consult with the Government of France upon the questions whether her Majesty's Government will now recognize the restoration of peace in the United States.

It is a further source of regret that her Majesty's Government avow that they will continue still to consider that any United States cruisers which shall hereafter be lying within a British port, harbor, or waters shall be detained twenty-four hours, so as to afford an opportunity for an insurgent vessel, then actually being within the said port, harbor, or waters, to gain the advantage of the same time for her departure from the same port, harbor, or waters.

It is a further source of regret that her Majesty's Government have deemed it proper to make the additional reservation in favor of insurgent vessels of war that for the period of a whole month which shall elapse after the new orders now to be issued by her Majesty's Government shall have been received by the said authorities any insurgent vessel which may be found in or may later enter any port, harbor, or waters of her Majesty's dominions, and which may desire to divest itself of its warlike character and to assume the flag of any nation recognized by her Majesty's Government with which her Majesty is at *peace*, will be allowed to do so; and further, that such vessels, after *disarming* themselves, will be permitted to remain in such port, harbor,

or waters without an insurgent flag, although the twenty-four-hour rule will not be applicable to the cases of such vessels. Far from being able to admit the legality or justice of the instruction thus made, it is my duty to inform your excellency that in the first place the United States can not assent to an abridgment of reciprocal hospitalities between the public vessels of the United States and those of Great Britain. So long as her Majesty's Government shall insist upon enforcing the twenty-four-hour rule before mentioned, of which the United States have so long—and as they think so justly—complained, the United States must apply the same rule to public vessels of Great Britain.

Again, it is my duty further to state that the United States can not admit—and on the contrary they controvert and protest against—the decision of the British Government which would allow vessels of war of insurgents or pirates to enter or to leave British ports, whether for disarmament or otherwise, or for assuming a foreign flag or otherwise. As to all insurgent or piratical vessels found in ports, harbors, or waters of British dominions, whether they entered into such ports, harbors, or waters before or after any new orders of her Majesty's Government may be received by any authority of her Majesty's Government established there, this Government maintains and insists that such vessels are forfeited to and ought to be delivered to the United States upon reasonable application in such cases made, and that if captured at sea, under whatsoever flag, by a naval force of the United States such a capture will be lawful.

Notwithstanding, however, the exceptions and reservations which have been made by her Majesty's Government, and which have been herein considered, the United States accept with pleasure the declaration by which her Majesty's Government have withdrawn their former concession of a belligerent character to the insurgents, and this Government further freely admits that, the normal relations between the two countries being practically restored to the condition in which they stood before the civil war, the right to search British vessels has come to an end by an arrangement satisfactory in every material respect between the two nations.

It will be a source of satisfaction to this Government to know that her Majesty's Government have considered the views herein presented in a spirit favorable to the establishment of a lasting and intimate friendship between the two nations.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*

The Hon. Sir FREDERICK W. A. BRUCE, etc.

Letter from the Secretary of the Navy to the Secretary of State, regarding the withdrawal of belligerent rights from the Confederate States, stating difficulties in the way of giving instructions to commanders of United States vessels.

NAVY DEPARTMENT, *June 21, 1865.*

SIR: I have had the honor to receive your letter of the 19th instant, enclosing a copy of correspondence with the minister from England "upon the subject of the withdrawal of the pretended concession of belligerent rights to the insurgents."

After an attentive consideration of the correspondence, I am apprehensive that this Department will find it a difficult matter to give such instructions to the commanders of our ships of war as will enable them clearly to understand their new duties in view of the change in our foreign relations produced by the understanding had between the Governments of Great Britain and France.

You state in your letter to the Department that "the customary courtesies are not to be paid by our vessels to those of the British navy." I presume that this is not to be understood literally, but is to be explained and limited by that passage in your letter to the English minister in which you inform him that so long as his Government shall insist upon enforcing the twenty-four-hour rule "the United States must apply the same rule to public vessels of Great Britain." This rule, however, can hardly be considered as enforced by the vessels of war of either Government, nor as affecting the customary courtesies between them, except in the case, hardly supposable, of a determination to set the rule at defiance. I am not aware of any want of courtesy on the part of the British naval officers.

The British Government, having determined to consider the war at an end, will of course claim that the right of search, which is a belligerent right, no longer exists, except in the cases specially provided for by treaty. If it shall prove, unfortunately, that the war at sea is not entirely at an end, this prompt, if not premature, action of the two principal foreign Governments will have deprived us of one of the most efficient means of ending the maritime war.

The difficulty which I apprehend is in making the commanders of our ships of war comprehend that, although they may still find enemies at sea, they have no longer belligerent rights, and this difficulty is enhanced by the fact that, while our own cruisers have no longer any belligerent rights, an important remnant of those rights is still permitted to cling to and protect the piratical relics of rebellion which may be found in foreign ports. Reasonable time and facilities are still to be allowed to them to escape pursuit and capture.

The right to capture "any insurgent or piratical vessels found on the high seas" exists at all times, in peace or war, independently of the concession of any foreign Government; but if one of these vessels "found on the high seas" is chased by one of our cruisers and seeks the protection of an English coast and of the marine league, in what light will she be regarded? If as a pirate, no shelter whatever would be accorded, not even that of the marine league; but, on the contrary, assistance would readily be tendered to effect her capture. If not regarded as a pirate, what degree of consideration would the British authorities extend to a cruiser without a commission from any Government whatever, *de facto* or *de jure*, and divested of the slightest pretense of national character? Would it be the same as to a vessel of war belonging to a recognized and friendly Government?

I have deemed it my duty thus briefly and without delay to indicate the difficulties which may arise in this anomalous state of things, but will not the less earnestly endeavor to prevent any just cause of complaint by foreign Governments against those acting under the authority of this Department.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Report of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, of his departure from New York.

U. S. FLAGSHIP COLORADO (First Rate),
Off Sandy Hook Light, June 21, 1865.

SIR: We left our anchorage off New York this morning at an early hour, and having adjusted compasses at the appointed station, are now, at 5 p. m., at sea.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Assistant Secretary of State to the Secretary of the Navy, transmitting letter from the British minister to the United States, regarding withdrawal of belligerent rights.

DEPARTMENT OF STATE,
Washington, June 22, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st instant, in regard to the difficulty of properly instructing United States naval commanders as to the course to be pursued in view of the conditions coupled with the withdrawal of the concession made by Great Britain of belligerent rights to the insurgents.

Your suggestions will receive attentive consideration. In the meantime, however, I have the honor to enclose a copy of a note of the 20th instant from Sir Frederick Bruce, from which it would seem that a misconstruction was placed upon the clause of Earl Russell's dispatch of the 2d instant to Sir Frederick Bruce which relates to the application of the twenty-four-hour rule.

I have the honor to be, sir, your obedient servant,

W. HUNTER.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

WASHINGTON, *June 20, 1865.*

SIR: I have the honor to acknowledge the receipt of your note of the 19th instant, relative to Earl Russell's dispatch to me of the 2d June, copy of which I left at the State Department, and I have forwarded a copy of that note to her Majesty's Government.

It is not within my province to discuss the general observations therein contained in the dispatch in question but as the construction I put on its terms differs on one important point from that contained in the note you have done me the honor to address to me, I venture to submit at once the views I entertain of its intention for your consideration.

In the note it is stated that—

Her Majesty's Government avow that they will continue still to consider that any United States cruisers which shall hereafter be lying within a British port, harbor, or waters shall be detained twenty-four hours, so as to afford an opportunity for an insurgent vessel then actually being within the said port, harbor, or waters to gain the advantage of the same time for her departure from the same port, harbor, or waters.

On a mature consideration of the terms of Earl Russell's dispatch, its intention *appears to me to be different* from the statement contained in

the above extract. I understand it to lay down that the benefit of the twenty-four-hour rule is withdrawn from the so-called Confederate vessels of war, and that the only exception to this decision will occur under the following circumstances:

If a vessel of this description is lying in a British port when these fresh instructions are received by her Majesty's authorities, the said vessel having already entered that port on the faith of previous proclamations, and if a cruiser of the United States is lying in the same port, the said vessel is there and for the last time to enjoy the benefit of the twenty-four-hour rule.

According to my view, therefore, the case can only arise once on the receipt by her Majesty's authorities of the instructions alluded to in Earl Russell's dispatch; nor do I understand that, except in the particular and improbable contingency above mentioned, there will be any deviation hereafter from the rules of intercourse as practiced toward the vessels of war of a friendly state.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

FREDERICK W. A. BRUCE.

Hon. WILLIAM H. SEWARD,
[*Secretary of State.*]

Instructions from the Secretary of the Navy to commanding officers of the U. S. Navy, in view of the cessation of hostilities.

NAVY DEPARTMENT, *June 22, 1865.*

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States, and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions heretofore made of belligerent character from the insurgents, but the withdrawal of the twenty-four-hour rule has not been made absolute; reciprocal measures will be extended to the vessels of that country.

The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron, Antwerp, Belgium.
Acting Rear-Admiral S. W. GODON,
Commanding Brazil Squadron, Hampton Roads, Va.
Acting Rear-Admiral GEO. F. PEARSON,
Commanding Pacific Squadron, Panama, New Granada.
Commander C. R. P. RODGERS,
Commanding U. S. S. Iroquois, Batavia, East Indies.
Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, West Indies.
Commander J. P. BANKHEAD,
Commanding U. S. S. Wyoming, Batavia.
Commander ROBERT TOWNSEND,
Commanding U. S. S. Wachusett, Macao, China.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the condition of affairs at Cape Haitien, Haiti.

U. S. S. RHODE ISLAND (Second Rate),
Cape Haitien, June 23, 1865.

SIR: As there appears to be no further necessity for the detention of the *Galatea*, she has been directed to proceed to New York.

There has been no change in the condition of affairs here since communicating with the Department on the 13th instant. The Government troops are said to be getting guns into position, although an immediate attack on the town is not anticipated. The rebel force has diminished in numbers and enthusiasm. H. B. M. S. *Lily*, Commander Heneage, has arrived here for the protection of British interests. I should think that one vessel here would be ample to protect American interests. Nothing has yet been heard of the *Tahoma*.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander, and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of his decision to abandon the pursuit of the C. S. S. Shenandoah and return to the United States.

U. S. S. IROQUOIS,
At Sea, Lat. 5° 58′ S., Long. 109° 43′ E., June 24, 1865.

SIR: On the 1st of this month I touched at Singapore to receive intelligence by the mails just arrived from British India, China, and Australia, but I could hear nothing of the *Shenandoah*. I therefore sailed the next morning, passing through the Strait of Rhio and the Strait of Banca to the Strait of Sunda.

Thence I went to Batavia, where I remained only long enough to take on board coal and to get our letters.

After a careful consideration of my correspondence with our consuls and merchants in different parts of the East Indies, and of all the information that had reached me from various sources, I came to the conclusion that the *Shenandoah* was no longer to be looked for upon this station, and that under the instructions of the Department it had become my duty to return to the United States. I therefore sailed at once for the great naval establishment of Holland at Sourabaya, at the east end of Java, in order to overhaul our machinery and boilers preparatory to our long homeward voyage, and also to get a new jib and maintopsail, of which I was much in need. I also hoped to obtain a supply of good bread and other necessaries, which we had not been able to buy either at Singapore or Batavia.

As the bread had to be baked for us, we were detained at Sourabaya until the 23d, when we sailed with only half the quantity ordered, and that of a very inferior quality.

I am now on my way to Batavia, where we shall fill up our provisions as best we can, and I hope before the end of the month to sail for New York.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, discontinuing convoy service.

NAVY DEPARTMENT, *June 24, 1865.*

SIR: The continuance of the convoy service is unnecessary. Therefore order the *Galatea* to Philadelphia and proceed with the *Rhode Island* to New York.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Commander S. D. TRENCHARD,
Comdg. U. S. S. Rhode Island, and Senior Officer, West Indies.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Iroquois, of the cordial reception extended to that vessel in the Dutch East Indies.

U. S. S. IROQUOIS,
Strait of Sunda, June 29, 1865.

SIR: Before leaving this station I beg leave to report to the Department the cordial consideration which has been shown to this ship by the Dutch authorities in the East Indies, and especially by Rear-Admiral Fabius, the naval commander in chief.

He has constantly placed at my disposal whatever the navy yards, storehouses, and workshops under his control could furnish, and has manifested a spirit of good will to our country which has been peculiarly agreeable to me at a time when our presence in the ports of other nations has been viewed by the local authorities with disfavor.

In our recent visit to the navy yard at Sourabaya the admiral gave orders that the *Iroquois* should be placed on the footing of a Dutch vessel of war; and I am especially obliged to Commodore Van Meeteren, the commandant of the station, and to Colonel Cuyp, the director of the navy yard, for unremitting kindness and for the readiness with which they complied with every requisition upon their stores or workmen.

On the 27th instant, at Batavia, when, in obedience to your general order, we paid the last honors to our lamented President, the Dutch flagship carried the American ensign at half-mast, and each gun from the *Iroquois* was followed by a gun from the admiral's ship.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy, regarding the withdrawal by Great Britain of belligerent rights to the Confederate States.

DEPARTMENT OF STATE,
Washington, July 1, 1865.

SIR: I have taken into consideration your letter of the 21st ultimo, on the subject of the withdrawal by England of the concession of belligerent rights to the insurgents.

The paragraph in my previous letter to which you advert in the third of yours had reference to the orders of the Navy Department to Rear-Admiral Goldsborough, a copy of which was obligingly furnished for the information of this Department. In order, however, that there may be no misunderstanding on the subject, I will thank you to favor me with an interview here when you conveniently can, if there is any obscurity to be removed.

The rescinding of the blockade by the President's recent proclamation seems to dispose of the troublesome questions adverted to in the other parts of your communication.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding the cordial welcome extended to that vessel at Queenstown, Ireland.

U. S. S. NIAGARA,
Flushing Roads, July 1, 1865.

SIR: I have the honor to report the return of the *Niagara* to this port after a cruise of three weeks, during which she visited the ports of Southampton and Queenstown.

At Queenstown the people evinced great joy at receiving us, and welcomed us most heartily, and had I consented to it would have made some public demonstration of their friendly sympathy toward us. During our stay there the ship was crowded with visitors from Cork and the neighboring towns.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. Mohongo, of the arrival of that vessel at Bridgetown, Barbados.

U. S. S. MOHONGO,
Bridgetown, Barbados, July 4, 1865.

SIR: I have the honor to report my arrival here late on Saturday evening, the 1st instant.

Owing to the bad quality of the coal taken on board at St. Thomas, and also to strong trades, with a heavy head sea, I found that our coal would not carry us as far as I had anticipated, and therefore, as this port was directly in our route, came in for further supply.

After anchoring, Mr. Sperry, our consul, came on board and informed me there was no coal in the port. Captain Sir Leopold McClintock, of H. B. M. frigate *Aurora*, the senior naval officer present, sent an officer, who boarded *us upon our* arrival yesterday. I returned this official

visit, and stated my want of coal to Captain McClintock, whereupon he offered to supply all we wished from their navy yard. I accepted his offer, and he has furnished us with 40 tons. He also said, "As to-morrow is your national holiday, whatever you do in the *Mohongo* I shall do in my vessel," and he has to-day dressed his and the other naval vessels present, the American flag at the main, and fired a national salute at noon.

On yesterday, 3d instant, I exchanged national salutes with the civil authorities.

I shall leave at daylight to-morrow, *Deo volente*, on my way south.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, of the arrival of that vessel at Kingstown, Ireland.

U. S. S. SACRAMENTO,
Kingstown, Ireland, July 5, 1865.

SIR: I have the honor to report the *Sacramento* at this port; all well. On our way here on the 13th ultimo we touched at Southampton, and on the 17th ultimo proceeded to Queenstown, Ireland, and thence to this port on the 30th ultimo. I intend to visit the Clyde for a few days, and return to Southampton to await the arrival of Rear-Admiral Goldsborough.

I am, sir, most respectfully, your obedient servant,

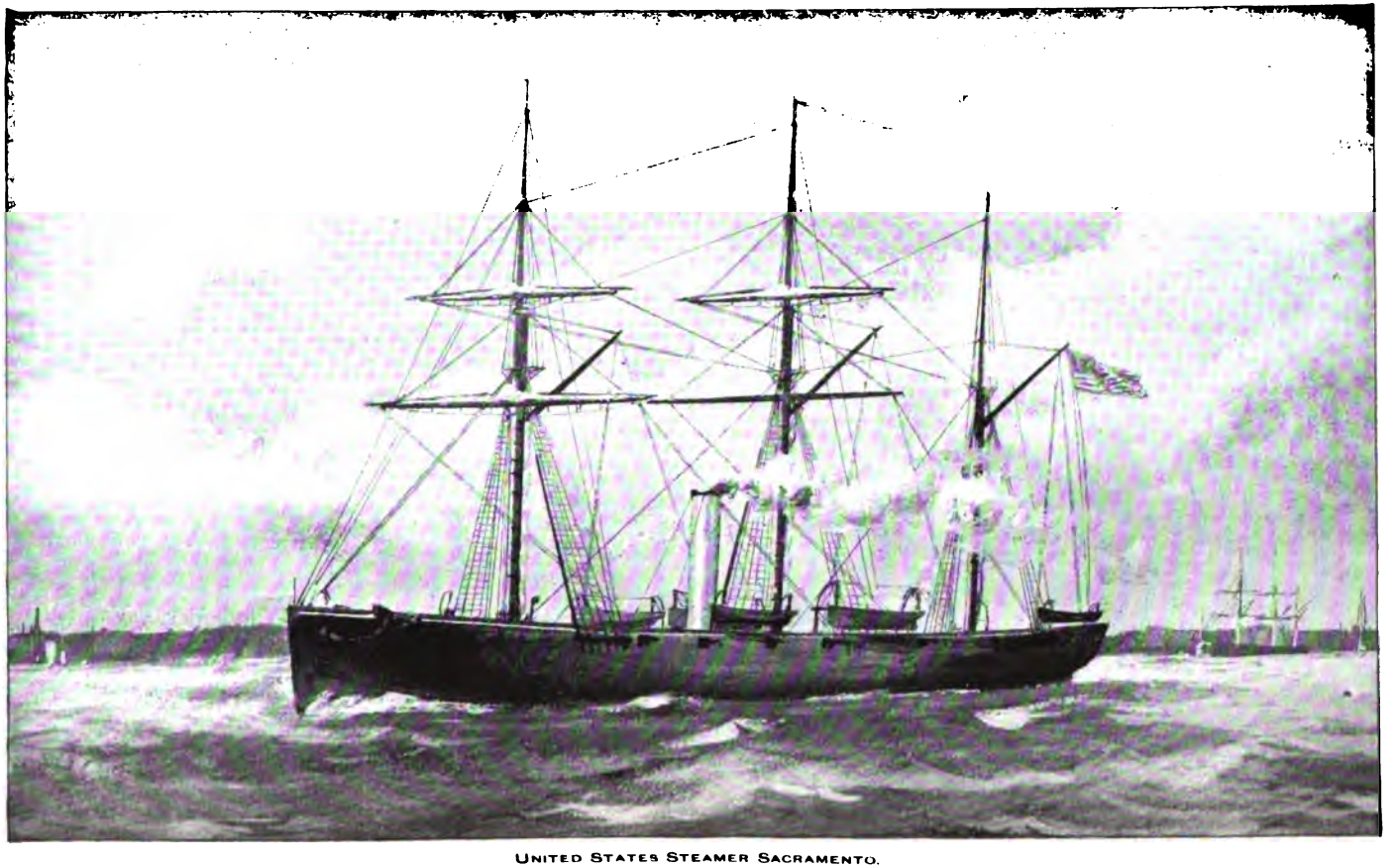
HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, requesting from the U. S. Government an acknowledgment of friendly courtesy extended to its vessels by the Government of the Netherlands.

U. S. S. NIAGARA,
Flushing Roads, July 7, 1865.

SIR: On our passage over to this port on the 21st ultimo, the ship then being under the charge of a Holland pilot, at about 2:45 a. m. Acting Volunteer Lieutenant Eben Hoyt reported to me that the ship had touched bottom. I immediately gave the order to stop the engines, and so soon as I could reach the deck, finding that we had rapidly increased the depth of water from 5 to 15 fathoms, I brought the ship to anchor. At about 6 a. m., in reply to my enquiries, I was informed by some French fishermen who were passing us that the West Hinder light-boat bore about northeast, 6 miles distant, so it thus appears we had passed over the northern point of a shoal called the Bergues, on which is marked 3 fathoms. Most fortunately, the sea was unusually smooth, and the tide being about half flood, giving at least 4 fathoms to float in, the graze, as reported to me, must have been very slight, and could have done no injury to the ship.



UNITED STATES STEAMER SACRAMENTO.

At 9 a. m. the weather, which had been since midnight thick and hazy, cleared up, and discovering the light-boat in the direction indicated by the fishermen, we resumed our course for Flushing. On weighing anchor, however, discovered that the stock was gone.

On our arrival here Rear-Admiral A. A. de Vries, the commandant of the station, very promptly and kindly offered to supply us with a new one, and on the 5th instant a new anchor stock, weighing over 1,600 pounds, was received on board free of charge.

I yesterday called upon the admiral to thank him for this act of civility, but when I applied to him for the bill of cost he positively refused to listen to me, saying that neither he nor his Government would ever consent to be paid for an act such as all friendly nations would be glad to have it in their power to render to one another. Of course I could do nothing less than renew the expression of my thanks, and [say] that I should immediately bring these facts to your notice.

I now most respectfully suggest that some official notice on the part of our Government should be taken in this matter, and that not only the admiral, who has ever been prompt and earnest in his tender of services to our ships, but the Government, which has never joined in league with others to deny us the rights of hospitality, should receive some acknowledgment for their friendly courtesy toward us.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Letter to Secretary of State, enclosing copy and suggesting tender of thanks for the courtesy rendered.

W.

Done August 2.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, regarding search for and chase of the steamship Beatrice, late C. S. S. Rappahannock.

U. S. S. SACRAMENTO,
Kingstown, Ireland, July 10, 1865.

SIR: I have the honor herewith to enclose the copy of a letter which I received on the afternoon of the 6th instant from the secretary of legation, London (by direction of Mr. Adams), informing me that the *Beatrice*, late the rebel steamer *Rappahannock*, had sailed for Liverpool. I immediately ordered the *Sacramento* (which was then taking in coal) to be ready to go in search of her as soon as steam could be raised; but in consequence of being unable to get wood here to kindle the fires, we did not succeed until next morning early, when I proceeded with all speed for Holyhead, the nearest point of the coast of Wales, with the intention of running down that coast to intercept the *Beatrice*, which I had previously ascertained by telegraph had sailed from Southampton at 10:30 a. m. of the 5th instant. As we approached Holyhead a bark-rigged steamer was reported to me in sight, steaming and sailing up the coast close to the shore, with English colors flying. I immediately steered *for and overtook her about* half past 2 o'clock.

She was steaming with but one engine and making slow progress, but she kept so close to the coast that I could not molest her without violating the international laws of protection to all vessels within 3 miles of the coast of any nation now at peace with the United States. After due consultation and a thorough observation of her movements, I was convinced that I could not possibly make a legal prize of the vessel (which from all appearances was the aforesaid *Rappahannock*) in British waters. She was in a crippled condition, steering for Liverpool, when I left her.

We anchored for the night on the north coast of Wales, and to-day returned to this port.

I intend to visit Queenstown, Falmouth, or Southampton, which will be convenient positions for any service that may be required of the *Sacramento* in the Irish or British channels.

I am, sir, very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. LEGATION,
London, July 5, 1865.

SIR: By direction of Mr. Adams, I am to inform you that the steamship *Beatrice*, late the rebel steamer *Rappahannock*, arrived at Southampton on the evening of the 3d instant for coal, on her way from Calais to Liverpool.

This is one of the steamers embraced in the dispatch of Mr. Seward, a printed copy of which I have the honor to enclose.

I am, sir. your most obedient servant,

BENJ. MORAN,
Secretary of Legation.

Captain HENRY WALKE,
U. S. S. Sacramento, Dublin.

Letter from the Secretary of the Navy to Commander Shirley, U. S. Navy, commanding U. S. S. Suwanee, commending him for good management of that vessel.

NAVY DEPARTMENT, *July 10, 1865.*

SIR: The Department has duly received your several letters from different points on the route, the last from Eden Harbor Strait, under date of May 26, 1865, advising it of the progress of your voyage.

It is gratifying to learn of your successful voyage to that point, a distance of 7,000 miles, with a steamer of a class whose seagoing qualities have been much discussed, and to peruse reports not laden with complaints (many of which are often of a trivial nature). The Department trusts that it is not premature in complimenting you upon a successful termination of your voyage and upon your skill and good management of the *Suwanee.*

Very respectfully, etc.,

G. WELLES,
Secretary *of the Navy.*

Commander PAUL SHIRLEY,
Commanding U. S. S. Suwanee, Pacific Squadron.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, transmitting letter from the U. S. minister to Great Britain approving his course in regard to the steamship Beatrice, late C. S. S. Rappahannock.

U. S. S. SACRAMENTO,
Kingstown, Ireland, July 17, 1865.

SIR: I have the honor herewith to enclose a copy of a letter from our minister at London, Mr. Adams, to me, in reply to my report to him of my action in the case of the steamer *Rappahannock*.

I would also report that our consul at Liverpool, Thomas H. Dudley, has informed me that the *Rappahannock* is laid up.

I am, sir, very respectfully, your obedient servant,

HENRY WALKE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

LEGATION OF THE UNITED STATES,
London, July 11, 1865.

SIR: Mr. Moran, my secretary, has communicated to me your wish, expressed to him in your letter of yesterday, that I should give you my opinion of your action in the case of the steamer *Beatrice*, lately known as the *Rappahannock*, as reported in that letter.

Under the circumstances as you describe them, it appears to me that you acted with proper caution. To have attempted to seize that vessel, even under a doubt about the British jurisdiction, would have merely run a hazard of raising a grave question, which on all accounts it is prudent to avoid. There is another mode of proceeding in such a case, which is safer and wiser. Should the vessel, however, be found outside of the jurisdiction, and you are sure of her identity, it will be lawful for you under the authority of Mr. Seward's published dispatch, a copy of which was forwarded to you, to take her. But you will take care not to attempt to stop or search any vessels with British colors under a mere suspicion that it may be the *Beatrice*, for you are doubtless aware that that right of search has expired with the termination of the war.

I have the honor to be, sir, your obedient servant,

C. F. ADAMS.

Captain HENRY WALKE, U. S. Navy,
U. S. S. Sacramento.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, to Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, for duty under his command.

U. S. S. SACRAMENTO,
Kingstown [Ireland], July 18, 1865.

SIR: In accordance with an order which I have just received from the honorable the Acting Secretary of the Navy, I have the honor to report the U. S. sloop *Sacramento*, in this port, as part of your command.

I have remained here several days longer than I intended since we

chased the rebel steamer *Rappahannock*, now the *Beatrice*, into Liverpool, where she now is reported by our consul to be laid up. I await your instructions at Queenstown, Ireland.

Very respectfully, your obedient servant,

H. WALKE,
Captain.

Rear-Admiral LOUIS M. GOLDSBOROUGH,
Commanding U. S. European Squadron, Antwerp.

Letter from the Secretary of State to the Secretary of the Navy, transmitting communication from the Spanish minister to the United States regarding transfer of the ram Stonewall to the U. S. Government.

DEPARTMENT OF STATE,
Washington, July 18, 1865.

SIR: I have the honor to enclose for your information a copy of a note addressed to me on the 14th instant by Mr. Tassara, the minister of Spain, announcing that orders have been given by his Government to the captain-general of Cuba for the delivery to the United States of the late insurgent ram *Stonewall*.

I am, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure. Translation.]

LEGATION OF SPAIN IN WASHINGTON,
Washington, July 14, 1865.

The undersigned, minister plenipotentiary of her Catholic Majesty, has the honor to bring to the knowledge of the honorable the Secretary of State that, agreeably to official communications which he has received from Madrid, the order has been given to the captain-general of Cuba to deliver the war vessel *Stonewall* to the person whom the Government of the United States may commission for that purpose, the due formalities intervening.

In thus acting the Government of her Majesty judges that the reasons adduced in the note* of the 30th of May last from your Department are not sufficient to found the right of revindication which that of the United States believes it has over the forementioned vessel. Animated, nevertheless, by the same noble and loyal sentiments which it has shown during the four years of the war, happily terminated in this country, it omits entering into a discussion without object, and the *Stonewall* is placed at the disposal of the Government of the United States.

With reference to the security for the expenses to the commander of the *Stonewall* of $16,000, which sum having been considered as the sole and especial cause of the surrender of the vessel, it is to be believed that the Government of the United States will not refuse to reimburse it, it being understood, nevertheless, that this is not a condition for the *delivery* of the *Stonewall*, which delivery is and must be considered *absolutely* unconditional.

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* See p. 537.

The undersigned avails himself of this occasion to reiterate to the honorable Secretary of State the assurance of his highest consideration.

GABRIEL G. TASSARA.

Hon. SECRETARY OF STATE OF THE UNITED STATES.

Letter from Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to U. S. diplomatic officials, informing them how to communicate with him.

U. S. FLAGSHIP COLORADO,
Flushing [Netherlands], July, 18, 1865.

SIR: I have the honor to inform you of my arrival here to-day from New York via Fayal.

The limits of my cruising ground embrace the Atlantic coast of France, and they also embrace the coasts of Hanover, Holland, Belgium, England, Portugal, the Atlantic coast of Spain, and the Western, Madeira, and Canary islands.

The object of this communication is to seek from you, at all times during the period of my command, such information as in your judgment may require action on my part or assist me in the discharge of my duties toward the protection of our commerce and citizens.

Letters addressed to me at Antwerp will for the present reach me at an early moment, but it is most likely that I shall not remain in this quarter beyond a few weeks.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, and Commander in Chief European Squadron.

Hon. JOHN BIGELOW,
U. S. Minister Plenipotentiary and Envoy Extraordinary, Paris, France.
Hon. JAMES S. PIKE,
U. S. Minister Plenipotentiary and Envoy Extraordinary, The Hague.
Hon. HENRY SANFORD,
U. S. Minister Plenipotentiary and Envoy Extraordinary, Brussels, Belgium.
Hon. NORMAN B. JUDD,
U. S. Envoy Extraordinary and Minister Plenipotentiary, Berlin, Prussia.

Letter from Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to the U. S. minister to Spain, informing him how to communicate with him.

U. S. FLAGSHIP COLORADO,
Flushing [Netherlands], July 18, 1865.

SIR: I have the honor to inform you of my arrival here to-day from New York via Fayal.

The limits of my cruising ground, as at present arranged, embrace the Atlantic coast of Spain, and they also embrace the coasts of Hanover, Holland, Belgium, England, Portugal, the Atlantic coast of France, and the Western, Madeira, and Canary islands.

May I hope, sir, that you will allow me to ask you to afford me, at all times during the period of my command, any information which in your judgment may require action on my part or assist me in the discharge of my duties toward the protection of our commerce and citizens? And I would be very much obliged to you if you would at your earliest convenience advise me whether Spain has withdrawn without qualification the belligerent rights she extended to the Confederates; or, if she has acted in the matter at all conditionally, I should be glad to know the exact state of the case.

Letters addressed to me at Antwerp will for the present reach me at an early moment, but it is not my intention to remain in this quarter longer than a few weeks.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, and Commander in Chief European Squadron.

Hon. JOHN P. HALE,
U. S. Minister Plenipotentiary and
Envoy Extraordinary, Madrid, Spain.

Report of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, of the cruise of flagship Colorado from New York to Flushing.

U. S. FLAGSHIP COLORADO,
Flushing [Netherlands], July 19, 1865.

SIR: First. I have the honor to report that, getting to sea from New York on the afternoon of the 21st ultimo, this ship arrived at Faya[l] [Azores] on the 4th instant, or in twelve and a half days from the time of crossing the bar.

Second. With the exception of an offing under steam and the use of it again to enter Fayal, the entire passage was made under canvas with the propeller triced up. The best run under sail alone, from noon to noon, was 275 knots, and this with the wind about a point free, and moderate enough to carry royals.

Third. At Fayal there was no interchange of salutes or ceremonies of any sort between the authorities and myself, because I could gather nothing to assure me that Portugal had withdrawn the belligerent rights she extended to the rebel Confederacy.

Fourth. Among the few vessels we found in the harbor of Fayal were one American whaler and two English steamers. The latter had recently been engaged in running the blockade instituted by ourselves, and their names were the *Fox* and the *Badger*. They were on their way from Nassau to England, wore the English flag, and were undoubtedly under bona fide English papers. Another American whaler came into the harbor while we were there to get information and vegetables, but she did not anchor.

Fifth. It may be well for me to mention that steamers can always supply themselves with coal at Fayal. Our countrymen, the Messrs. Dabney, make it a point to hold in readiness to meet demands from 2,500 to 3,000 tons of English coal of good quality for steam purposes, and they also keep on hand a moderate supply of American anthracite. We, of course, required none of either sort.

Sixth. The *Frolic* was to have left New York for Fayal on the morning of the 23d ultimo, but up to the time of our departure from the latter place, viz, early in the morning of the 6th instant, she had not reached there.

Seventh. On getting clear of Fayal and Graciosa, under steam, we again resorted exclusively to canvas, and on the forenoon of the 16th made the Lizard, and shaped our course for Falmouth, off which place we soon procured a pilot for the channel and for the coasts of Belgium and Holland. That afternoon we were again on our way for Flushing. We did not anchor at Falmouth, but merely hove to with the harbor's mouth close aboard.

Eighth. We arrived here (Flushing) on the afternoon of yesterday, and found the *Niagara* at anchor. Commodore Craven is not advised as to the movements of either the *Sacramento* or *Kearsarge*, and therefore can not inform me where either is.

Ninth. The *Frolic* reached here twenty-four hours in advance of us. The *Shawmut* has not yet appeared.

Tenth. I am happy to assure the Department that health and harmony prevail on board this vessel.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

SAN FRANCISCO [CAL.], *July 20, 1865.*
(Received at Washington 10:30 p. m. August 18.*

Ship *Milo* arrived to-day from the Arctic with crews of ten whalers destroyed by the *Shenandoah*. Admiral Pearson notified by steamer *America*, which sailed to-day for Panama.

D. MCDOUGAL,
Commandant.

Hon. G. WELLES, *Secretary Navy.*

Letter from the Secretary of the Navy to the Secretary of State, acknowledging receipt of information that orders had been issued by the Spanish Government for the delivery of the ram Stonewall to the United States.

NAVY DEPARTMENT, *July 20, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 18th instant, enclosing a copy of a note addressed to you on the 14th instant by Mr. Tassara, the Spanish minister, announcing that orders have been given by his Government for the delivery of the insurgent ram *Stonewall* to the United States.

Owing to the prevalence of yellow fever at Havana, it would seem injudicious to remove the *Stonewall* at this time and bring her to a port of the United States. I have therefore to suggest that a request be made for the retention of the ram at Havana until fall, if it can be conveniently done, when she will be sent for and brought to a Northern port. If her retention would not be convenient, the Department is ready to dispatch a vessel for her immediately.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD, *Secretary of State.*

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*No explanation found for delay in delivery of this telegram.—COMPILERS.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to commanding officers of that squadron, regarding withdrawal of right of search.

U. S. FLAGSHIP COLORADO (First Rate),
Flushing [Netherlands], July 21, 1865.

SIR: The President having rescinded the blockade of all the ports of the United States which have been blockaded up to a recent period by his proclamations, the right of search is no longer to be exercised by the vessels of this squadron.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Lieutenant-Commander JOHN H. UPSHUR,
Commanding U. S. S. Frolic, Flushing.
Commander R. H. WYMAN,
Commanding U. S. S. Colorado, Flushing.
Commodore THOMAS T. CRAVEN,
Commanding U. S. S. Niagara, Flushing.
Commander A. D. HARRELL,
Commanding U. S. S. Kearsarge.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to Captain Walke, U. S. Navy, commanding U. S. S. Sacramento, to proceed with that vessel to Boston, Mass.

U. S. FLAGSHIP COLORADO,
Flushing, Netherlands, July 21, 1865.

Proceed to Boston, Mass., with the *Sacramento*, and report your arrival there to the Secretary of the Navy.

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Captain HENRY WALKE,
Commanding the U. S. S. Sacramento.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding the European Squadron, to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding cruise of that vessel and to proceed to Boston, Mass.

U. S. FLAGSHIP COLORADO,
Flushing, Netherlands, July 23, 1865.

SIR: Take on board the *Niagara* the amount of coal you may judge necessary in addition to that she now has in her bunkers and, when ready for sea, proceed with her and cruise around and about Ireland, in order to intercept in strictly neutral waters any vessels wearing the Confederate flag that may attempt to reach the dominions of either England or France, until the middle of next month, at which time you will start for Boston, Mass., and on your arrival there you will report the fact to the Secretary of the Navy.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Commodore T. T. CRAVEN,
Commanding U. S. S. Niagara, Flushing.

JULY 29, 1865.

Should you require provisions in executing the above orders, you can go to Cadiz and take them on board from the storeship for this squadron, which you will probably find there; or, if we have them stored on shore, it is preferable that you should not resort to the storeship.

Very respectfully,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding the European Squadron, to Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, regarding duties of that vessel.

U. S. FLAGSHIP COLORADO,
Flushing, Netherlands, July 23, 1865.

SIR: In a letter just received from our minister at Paris it is rather intimated to me that the presence of any part of my command at Brest or Cherbourg during the proposed interchange of courtesies between the naval authorities of France and England in August next might perhaps provoke exceptional attentions, and I desire therefore that you will bear this in mind and not visit either of those places on the occasion in view.

Besides intercepting vessels with the Confederate flag in strictly neutral waters, as mentioned in the orders I gave you to-day, you will also seize any of them in those waters liable to capture that may attempt to get away from the ports of England or France. The *Rappahannock* is now lying in Liverpool, but I am informed by Captain Walke that our consul there reports she is laid up. Her present name, I understand, is the *Beatrice.*

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Commodore THOMAS T. CRAVEN,
Commanding U. S. S. Niagara.

[Telegram.]

VALLEJO, CAL., *July 23, 1865.*
(Received at Washington 11:40 p. m. August 18.*)

Great apprehensions felt by mercantile community of San Francisco in consequence of depredations of *Shenandoah.* Merchant shipowners and underwriters have addressed memorial requesting me to telegraph Department for authority to charter, arm, and man steamer *Colorado,* of Pacific Mail Company, to pursue that vessel.

D. MCDOUGAL,
Commandant.

Hon. G. WELLES,
Secretary Navy.

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*No explanation found for delay in delivery of this telegram.—COMPILERS.

Report of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, transmitting communication from the U. S. minister to Great Britain regarding observance of twenty-four-hour rule.

U. S. FLAG-STEAMER FROLIC,
Ascending the Scheldt for Antwerp, July 24, 1865.

SIR: I received last night from Mr. Adams, our minister at London, a communication of which the following is a complete copy:

LEGATION OF THE UNITED STATES,
London, July 22, 1865.

SIR: I have to acknowledge the reception of your letter of the 18th instant, apprising me of your arrival at Flushing on that day, and further, requesting to know whether the British Government still adheres to the determination in relation to the application of the twenty-four-hour rule of departure to our vessels in the case of rebel vessels being found in the same ports with them at the time of their arrival.

I do not learn that any modification has been made by the British Government of the rules laid down by Lord Russell in his letter to the lords commissioners of the admiralty of the 2d of June last in respect to the treatment of rebel vessels coming into British ports.

On a strict examination of those rules, however, it would appear, first, that from the date of receiving them her Majesty's authorities, wherever they may be situated, are directed to prohibit any vessel carrying a Confederate flag from entering British waters; secondly, in the case of the entry of such vessels prior to the receipt of these orders they are to be required to depart forthwith.

If it be assumed that these orders have been effectually fulfilled, it is clear that at least within that portion of her Majesty's dominions to which they can have been communicated to the authorities during the interval of seven weeks since their promulgation there could not remain any vessels at all flying the Confederate flag.

It is plain from this that so far as any of the ports of the three Kingdoms may be concerned there can be no further application in them of the twenty-four-hour rule to vessels of the United States. But it may admit of a doubt whether the instructions have yet reached some of the more remote dependencies in China, Australia, or the northwest coast of America. In case they should not, the rule must be understood as still in force so far as it relates to vessels arriving in the ports under British authority in those regions.

Hence the question remains whether it be the intention of the Government of the United States to waive all further exceptions in regard to the rule wherever its application has been made absolute, or whether it considers it a point of honor to continue to protest against its continuance so long as there may be a doubt applicable to any place within the British jurisdiction over the globe.

Upon this point I have no authority to rest an opinion upon. You may probably be able to decide it upon the instructions that have been given you by the Navy Department.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

L. M. GOLDSBOROUGH,
Rear-Admiral, and Commander in Chief U. S. European Squadron,
U. S. S. Colorado, Flushing [Netherlands].

I beg to be informed whether, under the circumstances stated by Mr. Adams, I am still to avoid the ports of England, and still to decline interchanging courtesies and ceremonies with her naval and other authorities.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Preble, U. S. Navy, commanding U. S. S. State of Georgia, regarding transfer of command.

NAVY DEPARTMENT, *July 26, 1865.*

SIR: On the arrival of the U. S. S. *James Adger* at Aspinwall you will turn over to Acting Volunteer Lieutenant-Commander John MacDiarmid any papers or orders which may be of service to him as your relief at that point, and proceed with the *State of Georgia* to New York. Be pleased to make Lieutenant-Commander MacDiarmid acquainted as far as you can with the state of affairs on the Isthmus.

Very respectfully, etc

G. WELLES,
Secretary of the Navy.

Commander GEORGE H. PREBLE,
Commanding U. S. S. State of Georgia, Aspinwall, New Granada

Letter from the U. S. minister to Belgium to the Secretary of State, announcing departure of the U. S. S. Niagara for the United States, and bearing testimony to the good impression produced by the presence of that vessel in the waters of Belgium.

LEGATION OF THE UNITED STATES,
Brussels, July 31, 1865.

SIR: The *Niagara* left the Scheldt yesterday on her return to the United States. It is my pleasing duty, on the occasion of her departure from these shores, to bear testimony to the good impression which her commander and officers have left upon the authorities and people of this country. Commodore Craven has won the respect and esteem of all with whom he has come in contact here, and carries with him their good wishes.

The presence of the *Niagara* in these waters has had an excellent effect. While in Antwerp she was visited by many thousand citizens, who came from all parts of the country for that purpose, and the courteous reception and kind attentions extended to them have done much, I doubt not, to stimulate the cordial good feeling which exists on the part of this Government and people for the people of the United States. Both ship and commander have done us credit and have left favorable impressions in Belgium.

I have the honor to be, with great respect, your obedient servant,

H. S. SANFORD.

Hon. WILLIAM H. SEWARD,
Secretary of State, etc.

Instructions of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to Commander Harrell, U. S. Navy, commanding U. S. S. Kearsarge, regarding the cruise of that vessel.

U. S. FLAGSHIP COLORADO (First Rate,,
Flushing, July 31, 1865.

SIR: First. When ready for sea proceed with the *Kearsarge* and cruise in the most eligible neighborhoods of Ireland and the western entrance of the English Channel, to intercept in strictly neutral waters any vessels *wearing the Confederate* flag or any Confederate vessel amena-

ble to capture by our cruisers that may attempt to seek or depart from the ports of either England or France. You are not, however, as already instructed, to exercise the right of search, nor are you to hover along about the coasts of those countries.

Second. You can communicate with me from time to time by touching off or at either Brest or Cherbourg, and directing your letters to Antwerp. In doing so always ask for letters from me. I do not wish any vessel of this squadron to be in the immediate vicinity, much less in the harbor itself, of the French port where it is intended that a naval review of English and French vessels is shortly to take place. As I am informed, the port will probably be Cherbourg, and the review probably will have passed off by, at furthest, the 20th or 25th proximo.

Third. Unless absolutely necessary, you are not to visit any port of England or Ireland without further instructions from me.

Fourth. When it becomes necessary to replenish your provisions, generally go to Cadiz and get them from our storeship; but remain there no longer than necessary for the purpose.

Fifth. As coal is to be obtained cheaper at Brest or at Cherbourg than at Cadiz, consult the interest of the Government in procuring it.

Sixth. You can get, too, at Brest or Cherbourg bread and other dry articles of the ration, if you find by doing so that you can prolong beneficially a resort to our supplies at Cadiz.

Seventh. It is distinctly known that the Confederate vessels *Rappahannock* and *Tallahassee* are now lying in the port of Liverpool, England, and that both at present are under arrest by the English court of admiralty at the suit of the United States, but how long they will remain so is not known. On being released they may put to sea.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Commander A. D. HARRELL, U. S. Navy,
Commanding U. S. S. Kearsarge.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting note from the Spanish minister to the United States regarding the ram Stonewall.

DEPARTMENT OF STATE,
Washington, July 31, 1865.

SIR: I have the honor to enclose for your information a copy of a note of the 27th instant, addressed to this Department by Mr. Tassara, the Spanish minister, on the subject of the suggestion contained in your letter of the 20th instant relative to the retention until autumn of the insurgent ram *Stonewall* at Havana.

I have the honor to be, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, July 27, 1865.

The undersigned, minister plenipotentiary of her Catholic Majesty, has had the honor to receive the note of the honorable Secretary of

State with a communication from the Secretary of the Navy about the convenience it would be to the Government that the steamer *Stonewall* could remain in the port of The Havannah until next autumn.

The undersigned has transmitted it to the Government of her Majesty and to the captain-general of Cuba, hoping on his part that there may be no inconvenience in complying with the wishes of this Government.

The undersigned avails of this occasion to reiterate to the honorable Secretary of State the assurances of his highest consideration.

GABRIEL G. TASSARA.

HON. SECRETARY OF STATE OF THE UNITED STATES.

Instructions of the Secretary of the Navy to Commodore Bell, U. S. Navy, appointed to command East India Squadron.

NAVY DEPARTMENT, *July 31, 1865.*

SIR: Having been appointed to the command of the East India Squadron, as soon as in all respects ready you will proceed to sea in the *Hartford*, which vessel has been fitted for service as your flagship, and after discharging the pilot hoist your flag as an acting rear-admiral and use ordinary dispatch in reaching your station. Your route, excepting going via the Cape of Good Hope, which you are hereby instructed to do, is left to your discretion.

On reaching your station the following vessels, in addition to your flagship, will be attached to your squadron, viz: The steamer *Wachusett*, Commander Robert Townsend; the steamer *Wyoming*, Commander John P. Bankhead, and the storeship *Relief*, Acting Master J. H. Stimpson, at Macao.

The *Wachusett* has her headquarters at Macao, China, and the *Wyoming* has hers at Batavia.

The *Iroquois*, Commander C. R. P. Rodgers, is on that station, but orders have been sent out for her return. If she should not have sailed on your arrival out, you will direct her to proceed to New York.

You can detain the storeship *Relief* on the station or send her home, as you may deem best.

Your station may be regarded as extending from the Strait of Sunda to the shores of Japan. You are at liberty to make your headquarters either at Macao or Hongkong, and until otherwise requested mails for the squadron will be sent to you at the first-named place.

Funds for the use of the squadron will be obtained through the agents of the Department in London, Messrs. Baring Brothers & Co., and as to the manner of drawing on them the paymasters of the several vessels have full instructions.

It is unnecessary for me to recite to you the duties that will devolve upon you as the commander in chief of the East India Squadron, as your experience and knowledge are ample for your guidance. Keep always in mind the leading objects in view, viz, to guard with jealous care the honor and interests of your flag and country, defend the citizens of the United States, and protect and facilitate the commerce thereof within the limits of your command.

I transmit to you by mail two bags of the new Navy Regulations and copies of recent general orders of the Department, from which those vessels now on the station will be supplied.

Inform the Department as opportunities offer of the progress of your voyage.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Appointed to Command East India Squadron, New York.

[Telegram.]

NAVY DEPARTMENT, *August 3, 1865.*

Shenandoah making depredations in Pacific. Department relies upon you to effect her capture.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral G. F. PEARSON,
Care Commandant Navy Yard, Mare Island, Cal.

Instructions of the Secretary of the Navy to Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding pursuit of the C. S. S. Shenandoah.

NAVY DEPARTMENT, *August 3, 1865.*

SIR: We have unofficial information that the rebel pirate *Shenandoah* was at last accounts destroying our whaling ships in the North Pacific. This intelligence reached you probably as soon as we obtained it here, and I doubt not you have exercised all necessary vigilance to capture her if possible. Being an erratic ship, without country or destination, no definite instructions can be given you, and the Department must confide in your judgment and discretion to effect her destruction, provided she is or shall at any time come within the limits of your command; nor will you hesitate should you deem it necessary to dispatch any one of your squadron in pursuit.

Although the English Government, in pursuance of that policy of encouragement to the rebels which has governed it through the whole of the civil contest in which we have been engaged, did not at once interdict supplies to the rebel pirates on the suppression of the rebellion, the *Shenandoah* must soon be, if she has not already been, denied hospitality in British as well as in other ports.

Until you shall have ascertained that her career has been closed, you will be vigilant in regard to her, and always alive to the protection of American commerce.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEORGE F. PEARSON,
Commanding Pacific Squadron, San Francisco, Cal.

Report of Acting Rear-Admiral Pearson, U. S. Navy, commanding Pacific Squadron, regarding the search by vessels of his command for the C. S. S. Shenandoah.

U. S. FLAGSHIP LANCASTER (Second Rate),
Acapulco, Mexico, August 4, 1865.

SIR: I have the honor to report that I arrived here on the evening of the 25th ultimo and found here the U. S. S. *Saranac*, Captain G. H. Scott.

On the 29th ultimo I received by the packet steamer *America*, which called here expressly to leave for me, communications from the collector of San Francisco and from the navy agent, Mr. Chenery, relative to the capture of a number of our whaleships by the pirate *Shenandoah*. I immediately dissolved the general court-martial on board the U. S. S. *Saranac*, and ordered Captain Scott to proceed in search of the *Shenandoah*. The *Saranac* left on that duty on the following morning. On the same day (July 30) the U. S. S. *Suwanee*, from the United States via Valparaiso, Panama, and other ports, arrived here. I immediately ordered her commander, Paul Shirley, to leave with all practicable dispatch in search of the *Shenandoah*, and ordered the *Saginaw* to proceed here from San Francisco without delay, in order that a United States vessel of war may be here should the French retake Acapulco, which is confidently expected. The Pacific Mail Steamship Company have a large amount of property here and one reserve steamer, and therefore I shall continue to keep one vessel here so long as it can be done without detriment to other American interests. The *Saginaw* has recently been in the Gulf of California, where American citizens and property need protection, and where I shall send another vessel as soon as I have one to spare from other important duties.

I shall leave for Panama the moment we can coal and calk a few of the waterway seams. When off the Gulf of California the *Lancaster* encountered a strong gale of wind which rendered this calking and a few other repairs necessary.

I have the honor to be, most respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, regarding affairs on that station.

U. S. FLAGSHIP COLORADO (First Rate),
Flushing [Netherlands], August 5, 1865.

SIR: First. I have the honor to inform you that since my No. 16 I have visited in person our ministers at Brussels and The Hague (both of which places being within a few hours' travel from this anchorage), and received from those gentlemen demonstrations of a most cordial welcome. Indeed, they extended to me every possible kindness and hospitality, and were evidently gratified with my visit of respect.

Second. In my No. 15 I had the honor to inform you of my having telegraphed to Ireland and Liverpool on the 21st ultimo for the Sacramento

to proceed to Boston. Since the date of that communication I have heard from her commander, and the gist of his letters is as follows:

July 21, 1865.—I intercepted her (the *Rappahannock*) on the north coast of Wales on the 7th ultimo (meaning evidently 7th instant), steering along in British waters for Liverpool, so I could not molest her legally.

July 22, 1865.—I have received your orders to proceed to Boston, which I will obey immediately.

Third. The *Kearsarge* arrived here on the 26th ultimo, and sailed again on the 3d instant to cruise in the most eligible neighborhood of Ireland and the western entrance of the English Channel to intercept in strictly neutral waters any vessels wearing the Confederate flag or any Confederate vessels amenable to capture by our cruisers that may attempt to seek or depart from the ports of either England or France. Her commander is directed not to exercise the right of search, and not to hover along about the coasts of those countries, and he is informed that the *Rappahannock* and *Tallahassee* are both now lying in Liverpool under arrest by the English court of admiralty at the suit of the United States, but how long they will remain so is unknown, and that on being released may put to sea.

Fourth. Under date of July 22, 1865, I received a letter from our minister at Paris, in which he says:

In case you or any portion of your command should chance to be sheltered at Brest or Cherbourg during the proposed interchange of courtesies between the naval authorities of France and England in August next, I will thank you to keep me advised of any exceptional attentions which your presence at that time in those waters may provoke.

This quite palpable hint, together with the fact of my not being invited to participate in the ceremonies in question, have induced me to the determination not to be present on the occasion in view, and not to permit any vessel of this squadron to be so; more particularly as invitations to partake of the review have been extended to the naval vessels of Austria, Italy, and Turkey in and about the channel waters, if the English papers are reliable in the premises.

Fifth. I have a letter from our chargé d'affaires at Madrid, dated July 26, 1865, informing me that on the 4th of June the Queen of Spain signed a royal decree revoking the one conceding belligerent rights to the Confederates completely and unconditionally.

Sixth. Although I wrote to our minister at Lisbon immediately on my arrival here to inform me whether Portugal had rescinded the belligerent rights she extended to the Confederates, I have not as yet received from him any reply, nor can I ascertain from our ministers at Brussels and The Hague anything upon the subject. Neither knows whether Portugal has or has not acted in the matter.

Seventh. No tidings as yet of the *Shawmut.*

Eighth. I was to have sailed with this ship and the *Frolic* this morning for the Texel, but the pilot declined to take us to sea on account of the weather.

Ninth. I am happy to say to you that excellent health prevails on board, and that harmony and order are manifest.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, regarding the attitude of the Portuguese Government toward the United States.

U. S. FLAGSHIP COLORADO (First Rate),
The Texel, or Nieuwe Diep, Holland, August 9, 1865.

SIR: I have the honor to inform you of my arrival here with this ship and the *Frolic* on the morning of the 7th instant.

Since reaching this anchorage I have received from our minister to Portugal a communication, dated July 30, 1865, in which he says:

> Portugal never declared neutrality or conceded belligerent rights to the communities lately in revolt in the United States, and our ships of war used the ports of this Kingdom and its colonies during the whole period of the civil strife, now concluded, without restriction, qualification, or concession of any kind, with the same freedom that they entered and departed from American ports. Consequently there is nothing to take back or to undo in that respect, and our flag will be cordially welcomed wherever Portuguese jurisdiction extends, not from any new, convenient, or compelled expediency, but in token of a loyal and consistent friendship.

This certainly contrasts strangely with the information given to me by our State Department under date of June 3, 1865, in these words:

> Among the other maritime States of Europe, Spain and Portugal conceded belligerent rights to the insurgent cruisers.

And under the supposition that such was the fact I, in accordance with my instructions, refrained from saluting the flag of Portugal at Fayal, and avoided contact with her officials there.

Very respectfully, etc,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of the arrival of that vessel at the navy yard, Mare Island, Cal.

U. S. S[HIP] JAMESTOWN,
Navy Yard, Mare Island, August 10, 1865.

SIR: I have the honor to report the arrival of this ship here on the 8th instant, having left Macao on the 17th of June.

Very respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting enclosures regarding the movements of the C. S. S. Shenandoah in the Pacific.

TREASURY DEPARTMENT, *August 10, 1865.*

SIR: I have the honor herewith to transmit a letter this day received from the collector of customs at San Francisco, dated 18th ultimo, and

enclosing communications from the U. S. minister resident and U. S. consul at Honolulu, in relation to the pirate vessel *Shenandoah*.

With great respect,

H. McCULLOCH,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

COLLECTOR'S OFFICE, CUSTOM-HOUSE,
San Francisco, July 18, 1865.

SIR: For the information of the Department I transmit herewith letter from the Hon. James McBride, U. S. minister resident at Honolulu, also a letter from Alfred Caldwell, esq., consul, in reference to a vessel supposed to be the pirate *Shenandoah*.

With very great respect, I am, your obedient servant,

CHARLES JAMES,
Collector.

Hon. HUGH McCULLOCH,
Secretary of the Treasury, Washington, D. C.

[Subenclosures.]

U. S. LEGATION,
Honolulu, June 24, 1865.

SIR: A vessel under the Hawaiian flag, commanded by Captain Hammond, an American citizen, was boarded by a war vessel under the British flag on the 30th March last, in latitude 3° 53′ N. and [longitude] 167° E.

Captain Hammond's papers were demanded and examined closely.

The officers and crew were heavily armed, and enquired for whale ships. One of the officers enquired for Captain Fish, who comes to this port for fresh supplies, etc. The captain of the war vessel gave as its name *Maiama*, but it was evidently the *Shenandoah*, and it is liable to visit the Pacific coast or this group of islands any day, and could destroy much valuable property without let or hindrance, and especially about these islands, as there is not even the pretense of defense here, and in fact has not been for near four years. This has been an open field and a standing temptation to pirates ever since the war, and my only surprise is that they have not been here.

The war has been a sufficient apology for the absence of a man-of-war in time past, but one should be immediately sent, now it is ended, to protect a valuable commerce in these waters.

I clip from the Commercial Advertiser of this day's date Captain Hammond's report of the pirate war vessel herein referred to, and enclose it to you.

I have the honor to be, sir, very respectfully, your obedient servant,

JAMES McBRIDE,
U. S. Minister Resident.

Hon. CHARLES JAMES,
Collector of Customs, San Francisco, Cal.

U. S. CONSULATE,
Honolulu, June 24, 1865.

SIR: The Hawaiian schooner *Pfiel* arrived here the 22d instant, and makes a report in regard to the whereabouts of the pirate *Shenandoah*,

he particulars of which are embodied in the two printed slips enclosed, ach of them from to-day's issue of the two newspapers published at his port.

Yours, truly, etc.,

ALFRED CALDWELL,
U. S. Consul.

The COLLECTOR OF THE PORT OF SAN FRANCISCO.

P. S.—I have myself seen the master of this schooner, but he knows o other facts than those stated in the enclosed printed slips.

[Newspaper clippings.]

A suspicious vessel.—The Hawaiian schooner *Pfiel*, from a cruise to he southward and westward, arrived on Thursday, and from her cap- ain we have the following:

On the 30th of March, latitude 3° 53′ N., longitude 167° E., at 6 p. m. was brought o by a gun from a vessel of war; hove to, and was soon boarded by a boat, the fficers and crew of which were heavily armed. One of the officers demanded the apers. After scrutinizing them closely he said we were all right. He then asked ie if I had seen any whale ships on the line or left any in port at Ascension. I sked him his vessel's name; he told me the English ship *Maiama* or *Miami*. He soon fter left, evidently not liking to be too closely questioned. After regaining his ship hey squared away for Ascension. My mate questioned the other officer as to the hip's name, and was told a very different name, which he does not remember. One f the boat's crew asked one of my hands where Captain Fish was, and also enquired fter several vessels in the whaling fleet. I left at Ascension, twenty-three days efore being spoken, the *Charles W. Morgan*, *Helen Snow*, and bark *Mercury*. They ere all ready for sea, and no doubt sailed within a day or two after me. It was quite ark and I could not make out the ship's armament; saw that she was a propeller nder sail, and feel confident that it was not an English ship of war.

There is very little doubt but what the ship described is the *henandoah.*

—

The Shenandoah.—The *Pfiel*, which arrived on Thursday from the licronesian Islands, reports that on the 30th of March, in latitude 3° 3′ N., longitude 167° E., he was brought to and boarded by a boat om a vessel of war carrying the English flag, and hailing as the *Miami*. he officers and boat's crew were armed with cutlasses and revolvers. fter examining the schooner's papers she was allowed to proceed on er course, while the stranger sailed off in the direction of Ascension sland, some 300 or 400 miles distant. She was a propeller, but under ail, and apparently very fast. From the fact that there is no British an-of-war called the *Miami*, and moreover that her officers were par- cular in their enquiries as to the whereabouts of American whalers, is quite a natural supposition that this was the *Shenandoah*, which tely recruited at Melbourne, and is now cruising on her errand of estruction in the Pacific.

Report of the commandant navy yard, Mare Island, Cal., regarding depredations in the Pacific by the C. S. S. Shenandoah.

COMMANDANT'S OFFICE, NAVY YARD,
Mare Island, Cal., August 10, 1865.

SIR: On *the 23d ultimo I had* the honor to telegraph you that, in *onsequence of the depredations* on the whaling fleet in the Bering

Strait and Okhotsk Sea by the pirate *Shenandoah*, the merchants and underwriters of San Francisco had addressed me a memorial to ask your authority to charter and fit out the Pacific Mail Steamship Company's steamer *Colorado* to go in pursuit of that vessel. Since that dispatch [there has been] another arrival from Bering Strait with the crews of seven more vessels destroyed, making in all 19 vessels burned by the *Shenandoah*.

On the first arrival from the whaling fleet the navy agent addressed a communication to the admiral giving him the information, which I think may have reached him at Acapulco.

On the 3d the Pacific mail steamer *Colorado* sailed for Panama with a large freight of treasure and passengers.

On the afternoon of the 2d instant the U. S. S. *Saginaw* arrived from the Gulf of California. Being in the city on public business, I deemed it prudent, in consequence of the excitement then existing, to order Lieutenant-Commander Scott to convoy the *Colorado* as far south as the Santa Barbara Islands, and then return.

I am, sir, very respectfully, your obedient servant,

D. McDOUGAL,
Commandant.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at the Cape of Good Hope with no news of the C. S. S. Shenandoah.

U. S. S. WYOMING,
Simon's Bay, Cape of Good Hope, August 11, 1865.

SIR: I have the honor to inform the Department that the *Wyoming* arrived at this port on the 25th of July, twenty-two days from Rio de Janeiro; all well. The engines and boilers have required considerable repairs, the boilers leaking badly and condensers out of order. All repairs have been now completed, and I will leave this on the 13th instant, weather permitting, on my voyage to the eastward, touching at Mauritius and such other ports to the north as will be likely to furnish me any news of the *Shenandoah's* movements, or any other rebel vessels that may still be afloat. The naval authorities here have been particularly civil, offering every facility for repairs, etc., which the place offers. The *Iroquois* arrived here on the 8th instant from Java, and I avail myself of the opportunity offered by her to send home four men, condemned by survey as unfit for service. I have heard nothing of the *Wachusett* since my last report to the Department, from Rio. It is my opinion, however, that she has gone, by having obtained supplies in the river La Plata.

Commander Rodgers brings no news of the *Shenandoah*.

The health of the officers and men is good, and duty performed in a satisfactory manner.

Respectfully, etc.,

J. P. BANKHEAD,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Acting Rear-Admiral Godon, U. S. Navy, commanding Brazil Squadron, of the movements of the vessels under his command and the cordial treatment received at the various ports visited.

BRAZIL SQUADRON, FLAGSHIP SUSQUEHANNA (First Rate),
Harbor of Bahia, Brazil, August 12, 1865.

SIR: I have the pleasure to inform the Department that at last I have reached this port, named in your instructions to me as the headquarters for the Brazil Squadron.

In obedience to your telegraphic order of the 20th of June I obtained the papers referred to, containing the letter of the Secretary of State, and left Hampton Roads the following day (June 21). A pleasant run with moderate speed brought me to the island of St. Thomas on the 28th. After exchanging salutes with the town I called upon the governor and was received by him with every proper mark of respect and demonstration of good feeling.

Mr. Edgar, our consul, seemed to have the most friendly relations with the authorities, and of course I found no difficulty in accomplishing the objects of my visit. I took from our depot of coal only 100 tons, which I found did not produce the steam of more than 75 tons, for although it had once been of good quality, it had lost by exposure to the rains and hot sun at least 25 per cent of its vitality.

As desired by the Bureau of Equipment and Recruiting, I made an examination of and report upon the facilities possessed by the place for the establishment of a coal depot, which report was sent from Pointe à Pitre.

From St. Thomas I proceeded to Guadeloupe and anchored on the night of the 3d of July off Basse Terre, the seat of government of the island. The governor, however, was at Pointe à Pitre on a visit, and on the following day, the 4th, I reached that place.

I saluted the town at 11 a. m., and at noon fired a national salute and dressed ship in honor of the day, in all of which the authorities cordially participated.

I called upon the governor and received his visit in return. Whatever may have been the feeling of the authorities upon our domestic troubles, nothing now shows itself but a strong wish to renew their commercial relations with us. Indeed, almost the first question asked upon my visit to the governor was, "Will the restrictions now be taken off the exportation of horses?" It afforded me much pleasure to tell him that all restrictions of trade incident to the war had been removed, and that we would gladly renew our commercial intercourse with them.

I was entertained by the governor at a large dinner party and everything was done to make our stay pleasant. Our consul, Mr. Thionville, is a native of the island, speaks English well, having been in the United States, and is much respected by the authorities.

I obtained about 250 tons of coal from our depot there, but it, like all coal placed on the banks without protection from sun and rain, is greatly deteriorated. It fills the bunkers and excites hopes, but greatly disappoints them when a distant port is to be reached. This coal, like that at St. Thomas, yielded but 75 per cent of the steam that it should have done.

In a vessel like the *Susquehanna*, where her carrying capacity is great, the deficiency is not so much felt; but in other vessels it might be disastrous. A moderate expense for suitable storage would be amply repaid.

At Pointe à Pitre I found the *Dacotah*, Commander Guest, which vessel had arrived the evening before me and was to have sailed the 10th, two days after I left. I was in hopes of finding her here, but she has not yet made her appearance.

On the evening of the 8th ultimo I arrived at St. Pierre, Martinique, where I remained three days. I had a pleasant visit at the governor's, and also received him on board the ship. I communicated with our consul, who, though well disposed, is entirely unacquainted with the language.

I took in but 30 tons of coal there, enough to carry me to the next port, with the view of retaining as much hard coal on board as possible, and reached Barbados on the 12th ultimo. Before I had anchored an officer from an English man-of-war called on board with the compliments of his commander and an offer of services, and to inform me that his captain would call at once. The captain of the port also brought an offer of services from the authorities on shore, and a hearty welcome to the port. I was somewhat unprepared for this and received these persons with some reserve, informing them dryly that I visited the port to look out for and guard American interests.

Upon the consul making me a visit, I learned that on the 4th of July, a few days before, Captain McClure,* the senior English officer on that part of the station, had sent to the *Mohongo* to inform the commanding officer that he would be pleased to join with him and follow his movements in celebrating the day. I also learned that upon the reception there of the news of the death of Mr. Lincoln an English man-of-war, in token of respect for the memory of our lamented President, and in honor of the nation, had fired minute guns for every year of his life.

Upon being informed of this I fired the customary salute, which at first I had intended not doing, and returned the visit of the English captain. I also visited the governor, without, however, announcing my intention, and was received by him and his family with great cordiality.

I do not exactly see how the spirit of the letter† of the Secretary of State is to be carried out. I would not first salute an English vessel of war, but visits, salutes, or official courtesies extended to me by English men-of-war I would feel bound to return, in accordance with the ordinary propriety of naval etiquette everywhere established. Omissions of that kind, indeed, could not be considered otherwise than reprehensible.

As the Department has merely directed me to make myself acquainted with the letter† of the Secretary of State, without further comment or instruction, I have thus far allowed circumstances to govern me in my intercourse with the only English man-of-war I have met, and until I receive further instructions from the Department in the matter I shall pursue the same policy, and be governed by my sense of propriety in all future communication with those vessels.

I remained but two days at Barbados, taking some 60 tons of coal, part of it on the spar deck. I here met two American vessels and at Martinique one, a sad falling off in our commerce with those islands when the fact is considered that all their flour is supplied by the United States, as well as the greater part of their provisions. The hope is that the energy of our people will soon change the present condition of things.

One cause of the existence now of this state of affairs is owing to the difficulty that American vessels, which had changed their flag during

* McClintock. † See p. 551.

the war, experience in resuming their national colors. All of the consuls seem to deplore this, and it is feared that nothing but an act of Congress will relieve them of their difficulty.

Leaving Barbados July 15, we passed Pernambuco on the 27th, with the lights of the town in sight, and arrived at this port on the 30th ultimo. Our average daily run was about 160 miles, with a consumption of 30 tons of coal.

Until we reached Cape San Roque we found but little current, but after passing that point we had one setting against us at the rate of 50 or 60 miles per day. The winds generally were light, but from latitude 4° N., where we took the S. E. trades, until we passed the equator we had a fresh head breeze and a moderate sea. I struck masts and yards, and our speed was increased thereby fully 1 mile per hour.

Soon after my arrival I was visited by our acting consul, Mr. Peixoto, who informed me that the authorities were very well disposed, and I at once saluted the town. It was returned almost before the sound of my last gun had been echoed by the hills, and immediately after the Brazilian naval officer in command saluted my flag with thirteen guns, and soon after visited me.

The following day I called by appointment upon the president of the province; was received with some state, and had a very pleasant interview.

I told his excellency that I took the earliest occasion to pay my respects, and to inform him that I had been appointed to command the squadron which the U. S. Government had decided to renew on this coast with the view of maintaining our friendly relations with the country, as well as for the purpose of looking after the interests of our commerce, which (now that the rebellion was ended) we hoped would rapidly increase. The president in reply spoke of our interests being the same, and remarked that as Americans we could be nothing else than brothers. He alluded with much delicacy to the death of Mr. Lincoln, and trusted the Monroe doctrine would be the doctrine of our country, etc.

On the third day following he, with most of the authorities—civil, military, and naval—returned my visit. Of course I did not fail to do proper honor to my guests, and over a slight entertainment the president very happily expressed his gratification at the reception he had met with, and the evidence of regard exhibited.

There has been no exhibition by the authorities of any bitter feelings in relation to the *Florida* affair, and there is no trace of any now existing.

I was much disappointed when I arrived here in not finding among all the merchantmen then lying in port, and representing almost every nation, a single vessel wearing the American flag.

The day after my arrival the *Mohongo* came in, and I directed her to salute the town, which was promptly returned. On the 8th instant the *Juniata*, Captain John J. Almy, commanding, arrived, seventeen days from the Cape Verde Islands and three days from Pernambuco, with her coal bunkers nearly exhausted. She brought as passenger from the latter port Mr. Edes, lately appointed consul to this place.

Mr. Peixoto, who has been acting consul since Mr. Wilson left, has done all he could to be of service to us, and has shown himself a good representative of our interests here.

No store vessel for the squadron has yet arrived from the United States. The *Juniata* has but thirty days' provisions on board, and I learn that the *Wachusett, on her* way to the East Indies, is entirely out, *and is delayed at Rio in consequence.*

I wrote to the Bureau of Provisions and Clothing while at St. Thomas, requesting that a storeship might be sent at once. I now renew that request, and hope also that coal may be sent without delay.

So far as I have been able to ascertain, this entire coast is now free from the yellow fever, which at one time was so prevalent, and if I find this statement confirmed upon my arrival at Rio I think that port will be the better one for the headquarters of the squadron, as it is about equidistant from either limit of the station.

Thus far I have been able to obtain but little reliable information about the war that is being carried on by Brazil, the Argentine Republic, and the Republic of the Banda Oriental on the one part and the Republic of Paraguay on the other. I should not judge from what we learn that any advantages have been gained by the combined powers against Paraguay.

I shall leave this place for Rio soon after the arrival of the next European mail, say the 17th instant.

I have been detained here in order to allow the ship's company a run on shore, which they needed, and I am happy to state that they have behaved very well thus far, and no desertions have taken place.

The mail steamer from Rio has just arrived, and reports the *Wachusett* and *Mohongo* still there.

I enclose herewith a copy of general order in relation to the payment of coin in the squadron, and also forward a report of Commander Nicholson, of the *Mohongo*.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Acting Rear-Admiral, Commanding Brazil Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, regarding visits to British ports.

NAVY DEPARTMENT, *August 15, 1865.*

SIR: Your No. 16,* dated the 24th ultimo, was received and referred to the Secretary of State, who is of the opinion that you should continue to act upon the orders given you originally in regard to visiting British ports. Those instructions will accordingly govern you.

Mr. Adams has been apprised by the Secretary of State of the views of that Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron, Antwerp, Belgium.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting a communication from the Spanish minister to the United States regarding retention of the ram Stonewall at Havana, Cuba.

DEPARTMENT OF STATE,
Washington, August 18, 1865.

SIR: I have the honor to enclose for your information a copy in translation of a note of the 11th instant from Mr. Tassara, the minister of

* See p. 572.

Spain, relative to your request concerning the retention of the *Stonewall* at Havana until the approaching autumn.

I have the honor to be, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, August 11, 1865.

The undersigned, minister plenipotentiary of her Catholic Majesty, has the honor to state to the honorable Secretary of State of the United States that according to a communication he has received from the captain-general of Cuba there is no inconvenience on his part to the *Stonewall* remaining at The Havannah till the approaching autumn, continuing at that arsenal, as the honorable Secretary desired by his note of 22d July last past.

The undersigned avails of this occasion to reiterate to the honorable Secretary of State the assurance of his highest consideration.

GABRIEL G. TASSARA.

Hon. SECRETARY OF STATE OF THE UNITED STATES.

[Telegram.]

NAVY DEPARTMENT, *August 19, 1865.*

Dispatches 20th and 23d July received to-day. Delay embarrasses the Department in advising relative *Shenandoah*. If Pearson left before receipt of news, charter and arm *Colorado* for pursuit, if advisable at this late day. If Pearson is at San Francisco he will act at discretion, sending him this dispatch.

GIDEON WELLES,
Secretary of the Navy.

Capt. D. MCDOUGAL,
Commandant Navy Yard, San Francisco, Cal.

Letter from the Assistant Secretary of the Treasury to the Secretary of the Navy, transmitting information of depredations in the Pacific by the C. S. S. Shenandoah.

TREASURY DEPARTMENT, *August 19, 1865.*

SIR: I have the honor to transmit herewith two telegraphic dispatches just received from the collector of customs at San Francisco, relative to depredations by the pirate vessel *Shenandoah*, and dated 20th and 24th ultimo.

Very respectfully,

J. F. HARTLEY,
Assistant Secretary of the Treasury.

Hon. G. WELLES,
Secretary of the Navy.

[Enclosures.—Telegrams.]

SAN FRANCISCO, *July 20, 1865.*
(Received at Washington August 18.*)

Whale ship *Milo* arrived, twenty-eight days from the Arctic, bringing 200 men, the crews of ten whalers destroyed by *Shenandoah.* The pirate steered for main fleet of whale ships. The *Milo* was bonded.

CHARLES JAMES,
Collector.

Hon. HUGH MCCULLOCH,
Secretary of the Treasury.

SAN FRANCISCO. *July 24, 1865.*
(Received at Washington August 19.*)

I have information, deemed reliable, that the crews of the whale ships *Edward Carey, Harvest, Pearl,* and *Hector,* about 150 American seamen, were left by the *Shenandoah* about two months on Assumption [Ascension] Island.

CHARLES JAMES.

Hon. HUGH MCCULLOCH,
[*Secretary of the Treasury.*]

[Telegram.]

NAVY YARD, *Mare Island* [*Cal., August*] *23, 1865.*
(Received at Washington 11:45 p. m. August 27.

Telegram for Admiral Pearson received. *Saranac* and *Suwanee* in pursuit of *Shenandoah.*

D. MCDOUGAL,
Commandant.

Hon. G. WELLES.
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Goldsborough, U. S. Navy, regarding the attitude of Portugal toward the United States.

NAVY DEPARTMENT, *August 26, 1865.*

SIR: Your Nos. 17 and 18, dated, respectively, the 5th and 9th instant, have been received.

The Secretary of State informs me that the Department of State was mistaken in announcing that Portugal had conceded belligerent rights to the insurgent cruisers.

The orders given and course pursued by you in reference to the review at Brest are approved.

Very respectfully, etc.,

G. WELLES.
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron, Antwerp, Belgium.

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*No explanation found for delay in delivery of these telegrams.

Report of Commander Colvocoresses, U. S. Navy, commanding U. S. S. St. Mary's, regarding the C. S. S. Shenandoah and affairs at Callao, Peru.

U. S. S. ST. MARY'S,
Callao [Peru], August 28, 1865.

SIR: Perceiving that the Panama Herald and other newspapers reiterate the story that the pirate steamer *Shenandoah* is cruising on her career of destruction in the Pacific, I deem it my duty to again inform you that she has not been seen in this part of the Pacific, and further, that no information whatsoever relating to her has been received from any of the vessels which have arrived at this port within the past month.

By the mail of the 13th instant I transmitted to the Department a copy of the notification of the revolutionary admiral to the commanders of the foreign national vessels in port, relative to his intended hostile operations. I now report that he arrived here on the afternoon of the 19th instant with his whole force, consisting of three large steamers, but left again in the course of the ensuing night without firing a single gun or making any other hostile demonstration; and I have since been informed that he is cruising off the Chincha Islands, which are now in possession of his party. The loss of these islands is a severe blow to the legal Government, as it can no longer control the guano trade, from which it has derived most of its revenue.

Very respectfully, sir, your obedient servant,

GEO. M. COLVOCORESSES,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, Mare Island, Cal., regarding the pursuit of the C. S. S. Shenandoah.

COMMANDANT'S OFFICE, NAVY YARD,
Mare Island, Cal., August 29, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's telegram of the 19th instant, in relation to the pirate *Shenandoah*, and authorizing me to charter the *Colorado* if advisable.

The U. S. steamers *Saranac* and *Suwanee* sailed from San Francisco, the former on the 14th and the latter on the 20th instant, in pursuit of the pirate. By to-day's papers the *Saranac* arrived at Esquimalt, Vancouver Island, on the 20th and sailed on the 23d instant.

The *Suwanee* was also reported as having arrived at Puget Sound on the 24th instant.

I am, sir, very respectfully, your obedient servant,

D. MCDOUGAL,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Mauritius with no news of the C. S. S. Shenandoah.

U. S. S. WYOMING,
Mauritius, August 31, 1865.

SIR: I have the honor to inform the Department that I arrived at this port on the 30th instant, fourteen days from Simon's Bay. Officers and crew all well. I purpose leaving here on the 2d proximo for Batavia, via Singapore and the Strait of Malacca. I have heard nothing of the *Shenandoah* since the report brought by H. B. M. frigate *Euryalus* of her having been seen in Bass Strait some time during the month of April.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Michigan, of the cruise of that vessel in the Great Lakes from April to September, 1864.

U. S. S. MICHIGAN,
Buffalo, N. Y., September 13, 1865.

SIR: I have the honor to report the operations of this ship, under my command, during the present season.

On the 12th April the ship hauled out of winter quarters and got ready for sea. She was detained in getting out on account of low water, where she was aground. On the 29th April I received a telegram from General Hooker, asking if I could get up to Johnson's Island, as a raid was expected there.

The following morning at daylight I moved, and was the same night off the place. I passed a day here, and left on the 2d May, when I anchored at Detroit.

On the 15th May I left Detroit and appeared among the islands, and again passed a few days at Johnson's Island, when I went to Buffalo. I left Buffalo on the 24th May, and called at Erie, Pa., and filled up with coal. I again appeared off Johnson's Island, and at several points, hoping by my movements to completely disconcert any projects the rebels of Canada might have. I anchored at Detroit on the 31st May, where I remained until the 22d June, when the commandant at Johnson's Island informed me that there were no further apprehensions in that quarter, and I could be spared, Hearing that rebel emissaries were going to some points on Lake Superior for the purpose of organizing a piratical raid down all the Lakes, I proceeded across Lake Huron up into Superior, passing around Grand Island, and on the 3d of July I anchored at Marquette, Mich. Salutes were fired from shore, and demonstrations of joy made all over the town, and I was promptly informed by citizens that there was a meeting among the miners, and great fears were entertained that the place would be destroyed by fire. I made every preparation for landing, when I was informed the following day that the mutineers were subdued and had gone to work. A large fleet of vessels awaiting for cargoes of iron ore at great expense were relieved at once, and in two days I saw the ships lading and sailing out of port. As soon as I found everything quieted I left and went to Portage, and anchored off the towns of Houghton and Hancock, the great copper-mining districts. On July 8, disaffection had begun to manifest

itself here, but soon disappeared after our arrival. A week after I arrived at this place I received intelligence that the mutiny had again broken out at Marquette. I returned at once to Marquette, July 13, and found that the railroad leading to the mines, some 18 miles distant, and also that leading to Green Bay, were seized by the miners. I ordered a platform car got ready, and the crew ready to land the field-pieces; but the roads were immediately surrendered without difficulty. The people were in terrible alarm, as the mutineers threatened again to burn the town.

The sudden and unexpected return of the *Michigan* among them at once quelled all disturbance, and another large fleet of vessels was relieved from idleness. I waited at Marquette until troops arrived from Chicago, and returned, calling at Mackinac on the 23d July. In the meantime any designs the rebels may have entertained of seizing steamers or of a raid were frustrated by the unexpected appearance of the *Michigan* in those waters.

While at Marquette, and immediately upon my arrival there, the Prussian minister, Baron Gerolt, learning that I was ill of bilious fever, sent me a request for a boat, [and] waiving age, rank, and etiquette, came on board and visited the ship. I desire to call the attention of the Department to this agreeable act of courtesy rendered to the flag of the United States.

I remained at Mackinac until the 2d of August, when I began to return across Lake Huron. On Lake St. Clair I passed two days, engaged at target practice. I have once before exercised at target among the islands off Sandusky. On the 4th of August I arrived at Detroit and remained there until the 31st, and proceeded to Erie to prepare for repairing ship. While at Detroit General Grant and staff arrived, when I tendered to him the services of the ship so far as she was able. I was compelled to decline taking him to the upper Lakes, but he signified a wish to visit the ship. He did so, and I carried him down the river about 20 miles, to the mouth of Lake Erie. I supposed his object was a reconnoissance of either bank of the river. General Grant and the Prussian minister were both received with the honors due to their rank.

From Erie I proceeded to Buffalo, where I anchored September 9. During this very arctic cruise I have steamed 2,492 miles, and consumed only $165\frac{1}{2}\frac{2}{4}\frac{3}{0}$ tons of soft coal. The *Michigan* is the most economical ship I ever knew in fuel; she is a good, steady ship, and has cost the Government less money than any other gunboat in its service.

A report of her bottom will be made so soon as she goes into the dry dock.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding European Squadron, to Commander Harrell, U. S. Navy, commanding the U. S. S. Kearsarge, regarding search for Confederate cruisers.

U. S. FLAGSHIP COLORADO (First Rate),
Cherbourg, France, September 16, 1865.

SIR: Should you learn from a reliable source that either of the two vessels, formerly Confederate cruisers, Tallahassee or Rappahannock is

about to leave from Liverpool, or has moved from there on a sea voyage, you will, if the information be timely, put to sea immediately with the *Kearsarge* and do your best to capture her, provided you can do so without violating any territorial jurisdiction and without exercising the right of search. Vessels captured or seized by the cruisers of this squadron are, until further orders, to be sent to Boston, Mass., for adjudication.

Our consul at Dublin may possibly send to Brest and to the care of our cousul there for the use of the squadron some 20 barrels of infiltrated beef, put up according to the process of Dr. Young. Our Navy Department is anxious that the merits of this peculiar beef should be fully ascertained; therefore, if the above occurs, take the barrels temporarily on board the *Kearsarge*, or until I can relieve you of them, but serve out the contents of two of them (one marked boned and the other not) among your officers and men, and then report to me how the article turned out on board of you. Interest, if you please, your medical officers in the matter of investigating carefully the properties of this beef, and exact reports from them on the subject.

Inform our consul at Brest that our consul at Dublin may perhaps consign to him the barrels in question, although I have directed him to send them here to the *Colorado*, provided he can get them here within a certain time.

My present purpose is to visit Brest with the *Colorado* and *Frolic* in the course of this month. The *Guard*, our storeship, now at Cadiz, brought out packages from the Department for the *Kearsarge* and *Colorado*, and I have ordered her commander to send them to Brest by the earliest opportunity, where I wish those for the *Colorado* to be retained until further notice.

Very respectfully,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Commander A. D. HARRELL,
Commanding U. S. S. Kearsarge, Brest.

Report of Commodore Craven, U. S. Navy, commanding U. S. S. Niagara, of the arrival of that vessel at Boston.

U. S. S. NIAGARA (First Rate),
Boston, Mass., September 21, 1865.

SIR: I have the honor to report the arrival of the *Niagara*, twenty-three days from Cadiz.

In obedience to instructions, a copy* of which is herewith enclosed, I sailed from Flushing [Netherlands] on the 30th July. The usual westerly winds, storms, calms, and fogs of the channel prevented my reaching the coast of Ireland earlier than the 11th of August.

Twice, while beating out of the English Channel, I anchored during stormy weather, the first time in the Downs, on the 31st of July, the next under the lee of Dungeness, on the 1st August.

So, while on the coast of Ireland, I anchored on the 12th ultimo for seventeen hours in the lower harbor of Queenstown, and on the following evening I again sought shelter under the lee of Ballycottin.

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* See p 570.

Not seeing or hearing of any vessels wearing the Confederate flag, I left the Irish Channel [Sea] on the 15th August, arrived at Cadiz on the 24th, whence, after having coaled ship and taken on board from the storeship a few necessary provisions, I sailed on the 28th ultimo.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commodore, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Godon, U. S. Navy, commanding Brazil Squadron, commending his course toward British men-of-war.

NAVY DEPARTMENT, *September 28, 1865.*

SIR: Having referred your dispatch No. 5, dated the 12th ultimo, to the Secretary of State, he has returned it with the following expression of approval of the course pursued by you toward the British men-of-war with which you came in contact on your outward passage:

I have read the dispatch submitted with much interest, and have to inform you in reply that under the special circumstances of the case Acting Rear-Admiral Godon's proceedings are deemed proper, and that the rules by which he announces that he intends to govern himself are satisfactory to the President.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. W. GODON,
Commanding Brazil Squadron, Bahia, Brazil.

Letter from the Secretary of the Navy to the Secretary of State, relative to the ram Stonewall and steamer Harriet Lane.

NAVY DEPARTMENT, *October 4, 1865.*

SIR: I have the honor to inform you that it is proposed by this Department to dispatch a steamer to Havana about the 20th of this month for the purpose of bringing the *Stonewall* to the United States. In informing you of this purpose I take occasion to suggest that an enquiry be made of the Spanish minister at Washington whether the *Harriet Lane*, a vessel belonging to this Government which had been seized and held by the rebels, or other property recently in the possession of the rebel Government that may be in the waters of Cuba, will be surrendered to the United States at the same time. If so, arrangements can be made for the removal of the same to some one of our own ports. The *Harriet Lane*, you will remember, was a vessel belonging to the U. S. Navy and captured by the insurgents at Galveston, Tex.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Wyoming, of the arrival of that vessel at Singapore, in search of the C. S. S. Shenandoah.

U. S. S. WYOMING,
Singapore, October 5, 1865.

SIR: I have the honor to inform the Department that the *Wyoming*, under my command, reached this port on the 25th ultimo, twenty-two days from Mauritius, touching at Port [Point] de Galle (Ceylon) and Penang.

Having some repairs to put upon the engines which could not be done on board, I shall remain here until they are finished. I thought it better to have the work done here, as it is perfectly healthy at present and Batavia is far from being so. I have not yet received any dispatches from the Department, the mails from Batavia not being due for some days. The only news concerning the *Shenandoah* which I have heard since my arrival reached me through the English papers. The Hongkong steamer, which is just in, brings no news of her, nor has she been heard from since the reports above referred to. The cholera has been raging with great violence at Hongkong among the English troops, and I shall hesitate about proceeding there until I receive definite accounts as to the health of the place. The health of the officers and crew is perfectly good and the duties performed in a satisfactory manner.

The expenses of the ship have been rather large, as I have been compelled to replace many of the articles of outfit furnished in Baltimore. Nothing has been purchased, however, but what was actually necessary, and I shall endeavor to keep down the outlay as low as possible.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting letter from the Spanish minister to the United States regarding the ram Stonewall.

DEPARTMENT OF STATE,
Washington, October 11, 1865.

SIR: I have the honor to enclose for your information a copy in translation of a note of the 7th instant from Mr. Tassara, the Spanish minister, on the subject of your letter to this Department of the 4th instant, relative to the *Stonewall*, etc.

I am, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.—Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, October 7, 1865.

The undersigned, minister plenipotentiary of her Catholic Majesty, has had the honor to receive the note of the 5th from the honorable

Secretary of State *ad interim*, with copy of a communication of the 4th from the honorable Secretary of the Navy, announcing that about the 20th of this month a United States steamer will proceed to The Havannah to take charge of the *Stonewall*, and enquiring from the undersigned whether the *Harriet Lane*, a vessel belonging to this Government which the rebels had taken and kept in their power, or any other property until very lately in possession of the rebel Government which might happen to be in the waters of Cuba, will be delivered at the same time to the United States.

As for the *Stonewall*, considering the satisfactory correspondence which has passed on the subject and the points agreed upon between the two Governments, the commissioner of the United States has nothing to do but to present himself at The Havannah and the *Stonewall* will be delivered to him by the authorities.

However, as to what affects the *Harriet Lane*, or any vessel or property of like origin which through any event may now be found in the waters of Cuba, the undersigned not only can not answer it may also be delivered, but that, such as the case appears, he does not comprehend what kind of jurisdiction the authorities of Cuba could have to do thus. Whatever may be the origin of said vessel or property, and whatever the understanding under which they are in the waters of Cuba, the questions which may now be raised about them must belong to the jurisdiction of the courts. To them the Government of the United States can have recourse, assured that in those of Cuba justice will be done.

The undersigned regrets the more that he can not give other answer because the more manifest has been the good will of the Spanish Government in the affair of the *Stonewall*, in renouncing at once every question, and thus giving a proof of its friendship for that of the United States. What is allowed to the undersigned to do is to remit the matter to the captain-general of Cuba, that he may examine the important points, reserving in the last case any solution to her Majesty's Government.

The undersigned avails of this occasion to reiterate to the honorable Secretary of State of the United States the assurance of his highest consideration.

GABRIEL G. TASSARA.

Hon. SECRETARY OF STATE OF THE UNITED STATES, etc.

Letter from the Secretary of the Navy to the Acting Secretary of State, relative to arrangements for the reception of the ram Stonewall by the United States from the Spanish Government.

NAVY DEPARTMENT, *October 21, 1865.*

SIR: Referring to the subject of the surrender of the ram *Stonewall* to the United States, I have the honor to inform you that the U. S. S. *Rhode Island*, accompanied by the U. S. S. *Hornet*, will sail from Washington on Monday next for Havana for the purpose of bringing the *Stonewall* to Washington.

Commander Alexander Murray, commanding the *Rhode Island*, is charged with the duty of receiving the *Stonewall* from the Spanish Government, and has been authorized and directed to reimburse all reasonable expenses *that have* been incurred by the Spanish authorities in

connection with the surrender and custody of that vessel, among them the item of $16,000 referred to in the note of Mr. Tassara addressed to the Secretary of State on the 14th of July last, and communicated to this Department.

As you may wish to communicate with the minister of Spain or with the consul-general of the United States at Havana with regard to the delivery and reception of the *Stonewall*, I advise you of the proposed departure of the *Rhode Island*, by which vessel any communication that you or the Spanish minister may have to send to Havana can be transmitted.

Commander Murray's orders have reference to the reception of the *Stonewall* only, and if any additional instructions from you to the consul-general, or from the Spanish minister to the authorities at Havana, is necessary to insure the delivery to Commander Murray of the *Stonewall*, it should be sent to the Department in season to be forwarded by the *Rhode Island* on Monday next.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Letter from the Acting Secretary of State to the Secretary of the Navy, acknowledging the receipt of letter regarding the transfer of the ram Stonewall.

DEPARTMENT OF STATE,
Washington, October 21, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of this date, on the subject of the proposed visit of the *Rhode Island* and *Hornet* to Havana for the purpose of receiving from the authorities there the late insurgent ram *Stonewall*.

In reply I have the honor to acquaint you that the matter has been made known to the Spanish minister here. If he should send hither in season for transmission by the *Rhode Island* any communication which he may think proper to address to the captain-general of Cuba, it shall be sent to the Navy Department for that purpose. Meanwhile I have the honor to enclose a dispatch to Thomas Savage, esq., U. S. consul-general at Havana, which I will thank you to intrust to Commander Murray.

I have the honor be, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions of the Secretary of the Navy to Commander Murray, U. S. Navy, commanding U. S. S. Rhode Island, in regard to the reception of the ram Stonewall from the Spanish authorities at Havana, Cuba.

NAVY DEPARTMENT, *October 21, 1865.*

SIR: On the 23d instant you will proceed in the *Rhode Island*, taking the U. S. S. *Hornet* along with you, to Havana. The Department

charges you with the duty of receiving from the Spanish Government the ram *Stonewall*, now at the port above named, and bringing her safely to Washington.

The surrender of the *Stonewall* is a matter fully arranged and understood between our Government and that of Spain, and it will be your duty to receive her from the latter and pay all reasonable and proper expenses which have been incurred by her Catholic Majesty's authorities in consequence of the surrender and custody of the ram. I enclose herewith a copy of a note which was addressed to the Secretary of State on the 14th of July last, in which there is allusion to the sum of $16,000 hard money, which it is considered proper to be reimbursed. You are authorized and directed to pay this amount to the proper authorities at Havana, as well as any other reasonable expenses which may have been incurred by the custody of the *Stonewall*. The Department will provide you with the necessary funds for the purpose.

You must not leave the Gulf with the *Stonewall* until her engine is put in order and is efficient for use, so that she can depend upon herself, and not on the steamers accompanying her. You can have her put in suitable condition for the voyage either at Havana or Key West. Every precaution must be taken to bring the *Stonewall* in safety to Washington. She must always put into some harbor on the appearance of bad weather, and no risk must be incurred by keeping her at sea when the weather is unfavorable.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander ALEXANDER MURRAY,
Commanding U. S. S. Rhode Island, Washington, D. C.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Wateree, of the cruise of that vessel in Peruvian waters.

U. S. S. WATEREE,
Pisco [Peru], October 27, 1865.

SIR: I respectfully state that when about to leave Callao on the 23d instant for Valparaiso, in obedience to orders from the admiral, I was informed by Mr. McCall, an American of respectability, long resident at Lima, that he had seen a letter from an officer of one of the Peruvian men-of-war in the hands of the revolutionary party, stating that an American privateer, partly ironclad, bark-rigged, and heavily armed, was at anchor inside the island of San Gallan, 7 miles from the Chincha Islands, and it was thought her officers desired to sell her to the revolutionists. A report at once spread through the town that the *Shenandoah* was on the coast. When I arrived at the Chincha Islands the next day I was informed that a strange steamer answering to the description of the *Shenandoah* had neared the land several times, then standing off again. I immediately left the harbor, and ran for the island of San Gallan; found at anchor there a Sardinian merchant bark taking in a cargo of salt; she had been there three weeks, and in that time no other vessel had been in the bay. I also cruised among the other islands in the vicinity of the Chinchas, looked in at all the anchorages to the northward and southward, but saw nothing suspicious. On *arriving here yesterday* was informed that the strange

steamer seen from the island was a Spanish war vessel cruising on the coast for Chilean merchantmen (the ironclad *Numancia* had also been here). Such I had already found to be the opinion of our most intelligent shipmasters at the island, and no apprehension was felt by them. American vessels had passed in and out daily without being molested.

I make this statement to the Department to correct the reports—which I doubt not have gone to the United States—that the *Shenandoah* is in these waters.

I have the honor to be, very respectfully, your obedient servant,

F. K. MURRAY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

Letter from the Secretary of State to the Secretary of the Navy, announcing the removal of restrictions upon American national vessels by the British Government.

DEPARTMENT OF STATE,
Washington, October 30, 1865.

SIR: I have the satisfaction of submitting for your information a copy of a dispatch which has just been received from Mr. Adams, together with its accompaniment, a copy of a note of Earl Russell, relating to the restrictions upon American national vessels which lately were maintained by her Majesty's Government in British ports and waters.

The dispatch shows that all the objectionable restraints referred to have now been entirely removed, and that it is the desire of her Majesty's Government that unrestricted hospitality and friendship shall be shown to vessels of war of the United States in all her Majesty's ports, whether at home or abroad.

The President has directed me to make known to her Majesty's Government his satisfaction with this pleasing manifestation of consideration and justice on the part of Great Britain. I have therefore to request you to inform the naval officers of the United States that the instructions which have heretofore been given them to make discriminations in regard to their visits in British ports and their intercourse with British naval vessels are now countermanded and withdrawn, and that hereafter the most liberal hospitality and courtesy will be expected to be shown by the Navy of the United States to the navy of Great Britain.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

LEGATION OF THE UNITED STATES,
London, October 14, 1865.

SIR: I feel it my duty at once to transmit to you a copy of a paper issued from the foreign office, directing that all restrictions on vessels of war of the United States be taken off in British ports. This was sent to me last night, with a note from his lordship, marked private,

in which he also lets me know that the Government has decided to send orders to Admiral Denman to detain the *Shenandoah* if she comes into any British port, and to capture her if found on the high seas.

I seize this opportunity to send you also a copy of the Times, which contains what is clearly an official correction of the version made in the leading article of the day before of Lord Russell's proposal of a commission. It now appears as if this Government gravely proposes this commission should be raised to deliberate upon trifling British claims, while it excludes beforehand the only important ones on the part of the United States to which the war has given rise. The only suitable answer to such a proposition would seem to be, All or none.

The newspapers are filled with discussions of the correspondence. The argument which has evidently made the deepest impression is that drawn from the possible consequences to British commerce of the establishment of this precedent.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

[Subenclosures.]

FOREIGN OFFICE, *London, October 13, 1865.*

SIRS: With reference to my letter of the 2d of June last, prescribing the course to be taken by her Majesty's several authorities in all ports, harbors, and waters belonging to her Majesty, whether in the United Kingdom or beyond the seas, in consequence of the recognition by her Majesty's Government that peace was restored within the whole territory of which the United States of North America, before the commencement of the civil war, were in undisturbed possession, and with reference more particularly to that passage in my letter in which it was laid down that Confederate vessels departing in pursuance of requisitions to be made by her Majesty's authorities from any ports, harbors, and waters belonging to her Majesty in which at the time of the receipt by those authorities of the fresh orders such vessels might be found should then, and for the last time, have the full benefit of the prohibition theretofore enforced against pursuit of them within twenty-four hours by a cruiser of the United States lying at the time within any such ports, harbors, and waters, I have the honor to state to your lordships that her Majesty's Government are of opinion that it is desirable that her Majesty's naval and other authorities at home and in her Majesty's possessions abroad should be formally apprised that, as full time has now elapsed since my letter of the 2d of June for giving effect to the provisions of that letter, all measures of a restrictive nature on vessels of war of the United States in British ports, harbors, or waters are now to be considered as at an end, and that it is the desire and intention of her Majesty's Government that unrestricted hospitality and friendship should be shown to vessels of war of the United States in all her Majesty's ports, whether at home or abroad.

I have addressed a similar letter, etc.

I have, etc.,

RUSSELL.

The LORDS, ETC., OF THE ADMIRALTY.
The LORDS, ETC., OF THE TREASURY.
Right Hon. EDWARD CARDWELL, M. P.
Right Hon. Sir GEORGE GREY, Bart., M. P.
Right Hon. Sir CHARLES WOOD, Bart., M. P.

[From the Times, October 14, 1865.]

England and America.—In order to guard against any misunderstanding, we are requested to restate that the proposal of Earl Russell to the American Government was conveyed in the following words:

Her Majesty's Government are ready to consent to the appointment of a commission, to which shall be referred all claims arising during the late civil war which the two powers shall agree to refer to the commissioners.

These concluding words limit the subject of reference, since it would be inconsistent with the position taken up by her Majesty's Government, and with the arguments which induced it to decline arbitration, to permit the claims for losses by the *Alabama* and other vessels of the same character to be brought before a commission for decision. It must be understood, therefore, that if any such commission were agreed on those cases would be excluded from its jurisdiction.

Order of the Secretary of the Navy to commanders of squadrons, regarding intercourse with British naval vessels.

Circular.] NOVEMBER 3, 1865.

Official information has been received of the removal by her Majesty's Government of the restrictions heretofore imposed on vessels of war of the United States entering the ports or visiting the waters of Great Britain, and her Majesty's Government have expressed a desire that unlimited hospitality and friendship shall be shown to vessels of war of the United States in all her Majesty's ports, whether at home or abroad.

The Department makes known to commanding officers of the U. S. Navy this action of her Majesty's Government, and at the same time countermands the instructions heretofore given to them in regard to their vessels to British ports and their intercourse with British naval vessels, and directs that the customary hospitality and courtesy between friendly nations be shown to the Navy of Great Britain.

GIDEON WELLES,
Secretary of the Navy.

COMMANDERS OF SQUADRONS.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Rhode Island, of the cruise of that vessel as convoy to ram Stonewall from Havana, Cuba, to Washington, D. C.

U. S. S. RHODE ISLAND (Second Rate),
Washington Navy-Yard, November 24, 1865.

SIR: I had the honor to report from Havana on the 15th instant, a copy of which is inclosed, the sailing of the *Rhode Island* (second rate), the ram *Stonewall*, and steamer *Hornet* (third rate) for this port.

In consequence of some disarrangement of the machinery of the ram, we were delayed until 6 p. m., when, with every promise of fair weather, we started for our destination, a promise which was unbroken until the afternoon of the 19th instant, when we anchored under the lee of Cape *Lookout in a* gale from the northeast. On the 21st instant, as stated by *telegram to* the Department, we again sailed, the gale having abated.

On the night of the 23d instant the *Rhode Island* and *Stonewall* anchored off Fort Washington, the *Hornet*, being short of coal, having preceded us to this place. This morning we came up to the navy-yard.

The only accident which I have to report is the sinking of a coal schooner, which ran across the bow of the ram off Smith's Island, in the Chesapeake. The night being dark, it might have been accidental, but to all appearances the schooner, from some motive, purposely encountered her fate. No lives were lost.

I enclose copy of the receipt of transfer, with certificate of American consul; also report of surveys on condition of hull and engine.

The amount of moneys paid, as per vouchers in paymaster's hand, besides the specified sum of $16,000, and for "expenses incurred in custody and preservation of ram *Stonewall*," $344.25; dockage, tugging, etc., $1,719.76; making a total for securing ram, ordnance, ordnance stores, and provisions, $18,064.01.

I hope that this commission, which the Department has intrusted to me, has terminated to its satisfaction. Its accomplishment was somewhat retarded by the many holidays which consume Spanish official life, but is in no way attributable to any want of desire on the part of the officials themselves. Every courtesy and many unexpected civilities were extended to us.

I can not express in too favorable terms my appreciation of the zealous manner in which I have been supported by Commander Febiger and Lieutenant-Commander Brown and their officers and crews, respectively.

Very respectfully, your obedient servant,

A. MURRAY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Murray, U. S. Navy, commanding U. S. S. Rhode Island, enclosing account of cruise of that vessel from Washington, D. C., to Havana, Cuba, and return.

U. S. S. RHODE ISLAND (Second Rate),
Navy Yard, Washington, November 27, 1865.

SIR: The enclosed is a more detailed account of the services of the vessel under my charge on the duty assigned to me by your orders of the 22d ultimo.

The data is abstracted from the log book.

Very respectfully, your obedient servant,

A. MURRAY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Cruise of the U. S. S. Rhode Island, Commander Alexander Murray, from Washington, D. C., to Havana, touching at Hampton Roads going and Cape Lookout returning.

October 26.—Left Cape Henry at 8 a. m.
October 30.—At 5:10 p. m. anchored in Havana.
November 2.—The *Stonewall* went into commission at 11:13 a. m.
November 4.—Sent a working party on board the *Stonewall.*
November 5.—Held a survey on the *Stonewall's* bottom.
November 6, 7, and 8.—Sent a working party on board the Stonewall.

November 11.—At 8 a. m. the *Stonewall* went to the dry dock; sent a working party on board.

November 13.—At 7:15 a. m. *Stonewall* hauled out of the dry dock.

November 14.—Took on board shell belonging to U. S. ram *Stonewall.*

November 15.—Went to sea, *Stonewall* and *Hornet* in company.

November 22.—At 2:20 p. m. made Cape Henry light, bearing N. N. W. At 5:30 p. m. passed Cape Henry.

November 23.—At 5:06 p. m. anchored off Fort Washington.

Examined and very respectfully submitted.

A. MURRAY,
Commander.

Letter from the Secretary of the Navy to the Secretary of State, complaining of the action of the British Government in discharging from custody the officers and crew of the C. S. S. Shenandoah, and suggesting that demands be made for their delivery to the United States.

NAVY DEPARTMENT, *December 11, 1865.*

SIR: I have had the honor to receive your letter of the 8th instant, enclosing a dispatch of the U. S. consul at Liverpool, which is herewith returned, agreeably to your request. The facts communicated by the consul in relation to the return home of the pirate *Shenandoah* are in harmony with, but somewhat exceed, all that has heretofore been chronicled respecting the favor shown in British ports by those in and out of authority to all who were in the service of the late rebel organization. They constitute, as Mr. Dudley remarks, "a finale in perfect keeping with the conduct of the nation throughout the war." The commander of the pirate is fêted, and the crew are precipitately discharged from custody in order to forestall and balk a demand for their surrender.

The close of the career of the *Shenandoah* on the high seas was notoriously and indisputably that of a pirate, and the piracy was of the most odious and despicable character. It was not the plunder of richly laden barks belonging to "merchant princes," who could afford the loss, though they might feel it, but the wanton destruction of the property of individuals seeking a humble subsistence in one of the most laborious and perilous of callings, and who could make no show of resistance to the overwhelming force of the pirate. No other description of robbery upon the high seas could have inflicted so much individual distress upon persons so little able to bear it, and so little deserving of it.

Yet the men who are reeking with this crime and trembling for the consequences are received, no doubt to their own astonishment, like victors returning from a hard-fought field, where they had been warring in the interests of humanity against a crushing superiority of numbers and force.

In any disinterested quarter where the facts were so well known as they were in England, the plea of the commander of the pirate that he was not aware of the termination of the war would have been considered as at least so very doubtful as to authorize the arrest of him and his accomplices for a judicial enquiry. If British subjects and British commerce had suffered by the piracy, there would have been no hesitation in holding the perpetrators to a rigid accountability, in spite of the plea offered. But when pirates are to be held to account, the cause of one nation is the cause of all. Even in war an honorable belligerent would not knowingly permit his enemy to be plundered by a pirate, would disdain such an ally.

In view of the peculiar facts existing in the case of the *Shenandoah*, I respectfully suggest that any acknowledgment which may be made of the surrender of that vessel to our Government be accompanied by an application for the delivery of such of her late officers and crew as may be found within British jurisdiction. In any event, it appears to me that the British Government must expect an earnest call for an explanation of the precipitate release of the officers and crew of the vessel, and will not credit us with a proper regard for our rights and dignity as a nation if the call be omitted or feebly made.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Letter from Rear-Admiral L. M. Goldsborough, U. S. Navy, to the Secretary of the Navy, giving reasons for declining to send a commander and officers to take the steamer Shenandoah to the United States.

U. S. FLAGSHIP COLORADO (First Rate),
Villefranche, Alpes-Maritimes, December 17, 1865.

SIR: Day before yesterday our consul at Liverpool telegraphed to our consul at Genoa that he wished me to send a commander and two or three officers to take the *Shenandoah* to the United States, and yesterday he telegraphed to our consul at Nice to the same effect. Not feeling satisfied from what I gather from the latest papers received here that our Government is gratified with the acceptance of that vessel in the way it was done, and not perceiving any absolute necessity in the case, I have declined to accede to the request.

By one of the late newspapers received here it is given out that you thought our consul at Liverpool ought to have consulted his Government in the matter of receiving the *Shenandoah* instead of acting as he did, and thus foreclosing all demands for the officers and crew; and by the correspondent of another it is stated that the Government will dismiss the consul and return the vessel to the British authorities. I merely mention these things in order to let the Department see what sort of published information has reached me.

In my own humble judgment it would have been better if the consul at Liverpool had declined to receive the vessel until authorized by his Government, and hence my indisposition to meddle in any way with the affair as it now stands unless ordered to do so by you.

Naval officers could of course exercise no naval authority over a crew of merchant seamen, and there are no more officers attached to the vessels of this squadron than those allowed by Government. This idea of naval officers to command a merchant crew must have originated, I take it, since the return of the vessel to Liverpool from her late attempt to reach the United States, for no application was made to me when that move was at first undertaken.

I trust, sir, that the Department will approve my doings in the matter in view.

Very respectfully, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy, concerning the removal of restrictions against United States ships of war by British Government.

DEPARTMENT OF STATE,
Washington, December 20, 1865.

SIR: I have the honor to state that this Department has received a note, dated the 15th instant, from Sir Frederick Bruce, who is instructed by the Earl of Clarendon to express to this Government the satisfaction with which her Majesty's Government have learned the orders* recently issued to the officers of the U. S. Navy consequent on the removal of all restrictions on the ships of war of the United States visiting British ports.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral L. M. Goldsborough, U. S. Navy, to the U. S. minister to England, concerning the taking of the steamer Shenandoah to the United States.

U. S. FLAGSHIP COLORADO (First Rate),
Villefranche, Alpes-Maritimes [France], December 22, 1865.

DEAR SIR: I was not aware until the receipt of your letter of the 18th instant, ten minutes since, that the *Shenandoah* had been given up at your instance, or that our Government had expressed its approval in regard to the whole matter. Had I known these facts I should have responded differently to the telegrams sent by our consul at Liverpool to our consuls at Genoa and Nice.

The latest newspapers received here from home induced me to infer that our consul at Liverpool had received the vessel upon his own authority, and that our Government was not altogether satisfied with the measure, because of its precluding claims for the delivery of officers and crew, and perhaps for other reasons.

In a communication dispatched several days ago I informed the Secretary of the Navy at Washington that I had declined to detail a commander and two or three officers, as requested by our consul at Liverpool, to take the *Shenandoah* to the United States, and stated to the Secretary the reasons which influenced me to do so. On the receipt of that communication and of yours on the same subject to which you allude, the Navy Department, I think, will take prompt action in the matter and detail persons to convey the ship to the United States. Under these circumstances, if I now make a detail for the same purpose from this squadron you can readily perceive what will be likely to ensue. Nevertheless, so anxious am I to do just what is right and proper in the premises, and at the same time to gratify your wishes, I will, if you think it best after the receipt of this, make the detail of officers to the extent indicated by Mr. Dudley in his telegrams to our *consuls at* Genoa and Nice, and send them to Liverpool. I incline to

* See p. 600.

the opinion, however, that as things stand it would be better to wait for a reply from the Government to your communication, unless, indeed, necessity requires a different course.

But, I repeat, I will be governed by your views, if you will make them known to me after this letter reaches you.

With every sentiment of respect, I beg to subscribe myself, your most obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

His Excellency CHAS. FRANCIS ADAMS,
U. S. Envoy Extraordinary and Minister Plenipotentiary,
London, England.

Letter from Rear-Admiral L. M. Goldsborough, U. S. Navy, to the Secretary of the Navy, concerning preparations for a detail of officers to convey the steamer Shenandoah to the United States.

U. S. FLAGSHIP COLORADO (First Rate),
Villefranche, France, December 29, 1865.

SIR: I beg to enclose to you herewith a copy of a letter addressed to me by our minister at London, dated December 18, 1865, and a copy of my reply* to it, dated December 22, 1865. As yet I have received nothing further from Mr. Adams, but every preparation is made in case he should still think, after reading my communication, that the detail of the officers had better be made by me. They can be off, overland, to England in two or three hours from the time another letter from Mr. Adams may reach me.

Very respectfully, etc.,

L. M. GOLDSBOROUGH,
Rear-Admiral, Commanding U. S. European Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order from the Secretary of the Navy to Rear-Admiral L. M. Goldsborough, U. S. Navy, not to reduce the efficiency of his squadron by putting a crew on board of the steamer Shenandoah.

NAVY DEPARTMENT, *December 30, 1865.*

SIR: From a dispatch of the U. S. minister at London, submitted to this Department by the Secretary of State, it is learned that the U. S. consul at Liverpool has applied to you to take charge of the late English steamer *Sea King*, alias the rebel steamer *Shenandoah*.

The Department is unwilling that you should reduce the efficiency of your squadron by putting a crew on board the *Shenandoah*.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral L. M. GOLDSBOROUGH,
Commanding European Squadron, Villefranche.

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* See p. 604.

?ERATIONS OF THE CRUISERS—CONFEDERATE.

FROM APRIL 1, 1864, TO NOVEMBER 6, 1865.

OPERATIONS OF THE CRUISERS—CONFEDERATE.

FROM APRIL 1, 1864, TO NOVEMBER 6, 1865.

Cruise of the C. S. S. Florida.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the cruise of that vessel from February 29 to April 26, 1864.

C. S. S. FLORIDA,
St. Pierre, Martinique, April 29, 1864.

SIR: I have the honor to report my arrival at this port on the morning of the 26th instant. We left Madeira on the evening of the 29th February and arrived at Santa Cruz, Teneriffe, on the 4th of March. The governor of the islands treated me with kindness and consented to our having coal or any provisions that we might require.

We filled up with coal and bread, and sailed on the evening of the 5th. After steaming clear of the islands I stood over to the westward as far as 40° W., then down south, standing to the southward and eastward under easy sail, chasing and speaking every suspicious vessel we met.

On the 29th, in latitude 15° 11′ N. and longitude 34° 25′ W., captured the ship *Avon*, of Boston, of 956 tons, from Howland Island, with a cargo of 1,600 tons of guano, shipped by the United States Guano Company and consigned to Messrs. Peabody & Flint, ship to proceed to Cork for orders. I burned the ship and sent the captain, his family, officers, and such of the crew as desired it to England on homeward-bound vessels. Twelve of her crew (all fine, able-bodied men) have joined this vessel.

After getting in latitude 2° N., I steamed as far to the eastward as 27° W., then steered to the westward until we struck the homeward-bound track, and followed it up under easy sail. I have come in here to obtain provisions and coal. Lieutenant James L. Hoole is in such health that I am obliged to send him home. I will refer you to him to gain full particulars of my movements.

Enclosed I send you copies of my correspondence* at Madeira; also the report of Dr. Charlton in relation to Lieutenant Hoole, who has orders to report to you in person should his health permit; if not, to write a full statement of my verbal communications to him for you on his arrival at a Confederate port.

I am, sir, respectfully, your obedient servant,

C. MANIGAULT MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary Navy, Richmond, Va.

* See vol. 2, p. 665.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to Lieutenant Hoole, C. S. Navy, detaching him from that vessel on account of ill health, with instructions to return to the Confederate States.

C. S. S. FLORIDA,
St. Pierre, Martinique, April 29, 1864.

SIR: Upon the earnest solicitation of the surgeon of this vessel, who reports that such is the condition of your health that you are not only totally unfit for duty, but that more sea service may cost you your life, you are hereby ordered to proceed to the Confederate States, via St. Thomas and Bermuda, and upon your arrival there report to the honorable Secretary of the Navy in writing, sending at the same time a copy of this order. The paymaster has been instructed to advance you $200 over and above the amount due you on account of pay, for the purpose of paying your expenses home. Should your health permit it, you will proceed to Richmond and give the Secretary of the Navy such detailed accounts of the affairs of this vessel as are unsafe to be trusted on paper.

I am, very respectfully, etc.,

C. MANIGAULT MORRIS,
Lieutenant, Commanding.

Second Lieutenant JAMES L. HOOLE, C. S. Navy.

Instructions from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to Lieutenant Averett, C. S. Navy, as the bearer of dispatches to the Secretary of the Confederate Navy

C. S. S. FLORIDA,
Off Bermuda, May 12, 1864.

SIR: You will proceed from Bermuda to the Confederate States by the first opportunity, and upon your arrival report in person to the Secretary of the Navy at Richmond, and will deliver the accompanying dispatches to him. You will also give the Secretary detailed accounts of all the affairs of this vessel, and should you in consequence of danger of capture be compelled to destroy the dispatches you will make him acquainted with their contents. You will further state to the Secretary that I am most anxious that you be sent back to this vessel as her executive officer, as I deem your services of the greatest importance. You will consult with our agents in Bermuda as to the best and quickest means of getting home.

Wishing you a successful passage home and a safe return, I am, very respectfully,

C. M. MORRIS,
Lieutenant, Commanding.

Lieutenant S. W. AVERETT, C. S. Navy.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the governor of Bermuda, stating the object of his call at that island.

C. S. S. FLORIDA,
Off Bermuda, May 12, 1864.

SIR: I have the honor to inform you that I have called merely to obtain news, and to land an officer who is anxious to proceed to the

Confederate States. As I am only here for a few hours, I hope you will excuse my not calling on you, as my stay is so short.

With much respect, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

His Excellency Colonel H. ST. GEORGE ORD,
Governor and Commander in Chief, etc., Mount Langton.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of cruise of that vessel from April 30 to May 12, 1864, and transmitting report of the chief engineer, stating the need of an increased force in his department.

C. S. S. FLORIDA,
[*Off Bermuda, May 12, 1864.*]

SIR: Enclosed I send you copies of letters left with Lieutenant Hoole at St. Pierre, to be transmitted to you by him. We left St. Pierre, Martinique, on the 30th April, and it is with regret I have to inform you that all my plans have been disarranged by the ill health of three of the engineers of the ship and the inability of that department to do its duty. Mr. Quinn has frequent attacks of gravel, occurring on an average twice a month. They are brought on by the least excitement and incapacitate him from duty when his services are most needed. Mr. McWilliams, first assistant, is dissatisfied and complains of ill health, and is not to be depended upon. He has sent in his resignation at a time he knew that his services were required. Mr. Lake, second assistant, sent in his resignation while at St. Pierre, which I accepted, as Dr. Charlton considered him totally unfit for duty. Mr. Rose, second assistant, is the only one I can depend upon to run the engine. I can never depend upon having the use of the engines for more than a watch for these reasons. I have sacrificed all of my plans in order to make my report to you as quickly as possible, that measures may be taken to send out to Bermuda a chief and three assistant engineers for this vessel. We sailed from Brest with $17,360 on board. Coal, provisions, and expenses have cost us since that time $10,140, leaving on hand $7,220. I was unable to obtain a larger supply from our agents in Europe. From the great scarcity of prizes our expenses are becoming very great, as all supplies will now have to be purchased, frequently at exorbitant prices. I would respectfully urge upon the Department the importance of sending a supply of money for the use of this vessel. I hope to return here on the 12th June, which allows time for my dispatches to reach you and answers to be returned. As I deem it of the greatest importance that you be made acquainted with the above-mentioned facts, I shall send First Lieutenant S. W. Averett as bearer of dispatches, so that in case the dispatches be destroyed you will be made acquainted with their contents by him. I should not send so important an officer were it not for the fact of his present bad health and that the surgeon thinks that the change may be of great benefit to him. I particularly request that he may be ordered back to this vessel, as I deem him a most efficient officer. Mr. Averett will leave duplicates of these dispatches in cipher to be sent by another vessel. I enclose a report of the chief engineer, just handed in, which will give you an idea of that department.

Hoping that my course may meet the approval of the Department, I am, very respectfully, your obedient servant,

C. MANIGAULT MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

C. S. S. FLORIDA,
At Sea, May 10, 1864.

SIR: I beg leave to report to you the following: Yesterday, on looking over the log kept by Mr. McWilliams, first assistant engineer, I found he had noted as follows:

May 1.—4 to 8 a. m: At 6:15 Mr. Rose sent for me to come in engine room. I went and found 3 pounds pressure of steam, no water in after boiler, and heavy fires and the forward boiler full of water.

This serious piece of business, sir, I construed to prove negligence and carelessness. Now, sir, I have had great trouble and difficulties to contend with since the vessel left Brest, on account of the engineers not taking the right interest in discharging their duties; and, sir, I do urge that other engineers be got for this vessel, for at present we are mightily in want of same; and, sir, I further state, unless there is a change made in my department I can not be responsible for anything that happens unless on my watch, and if these accidents continue to go on, why, sir, the first thing you know the vessel will have to go in port, perhaps to repair or to get new boilers, which I know would suit one of my assistants exactly. You want engineers, sir, who have the interest and honor of the Confederacy at heart, and unless we have such you will never have an efficient engineer department, which is very necessary for the safety of this vessel. Engineers who have been aboard this vessel and have been discharged, none of whom were Southerners, all expressed their disappointment in not finding water tenders or first-class firemen who are capable of doing all necessary work, and it is the same with those I have at present. Sir, as I have told you before, an engineer to attend to his duty while on watch aboard of this vessel must keep going from engine room to fire room, especially as we have not water tenders or firemen capable of carrying water in boilers. I will add that at present you have a dissatisfied set of engineers. As for myself, I am not satisfied with the assistance I have got at present, especially when I have got engineers who are not satisfied with the vessel and who desire to leave as soon as possible. Since leaving port Mr. Rose has informed me that he wishes to leave under any circumstances as soon as possible. Now, sir, knowing my assistants to be dissatisfied, I can not put the same trust and confidence in them that I ought and would wish for, especially having so many accidents to happen since leaving Brest. I am glad to inform you that nothing serious was caused by this last accident; to satisfy myself I went in boiler this morning and examined all parts.

Hoping this will meet with your approbation, I remain, your respectful and obedient servant,

C. W. QUINN,
Acting Chief Engineer, C. S. Navy.

Captain C. M. MORRIS,
Commanding C. S. S. Florida, C. S. Navy.

Instructions from the Confederate Secretary of the Navy to Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding the cruise of that vessel.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, June 2, 1864.

SIR: Your letter, without date, was delivered by Mr. Averett. His condition of health rendering his return to duty at once impracticable, Lieutenant Porter has been ordered to report to you as early as pra-

ticable at St. George for duty as executive officer. The following engineer officers, who go with him, will also report to you: Chief Engineer Wingfield S. Thompson, C. S. Navy; First Assistant William Ahern, C. S. Navy; Second Assistants Charles H. Collier and John B. Brown, C. S. Navy.

For cruising funds you are authorized to draw at twenty days upon Commander J. D. Bulloch (care of Fraser, Trenholm & Co., Liverpool) to the extent of $50,000, in such sums as you may from time to time require, notifying him of such drafts.

The original of your letter without date is written in cipher. When you again have occasion to resort to it, you will observe the following change: After writing it, place a figure (any) to the left of the first word in cipher; place two figures (any) to the right of the second word in cipher; three figures (any) to the left of the third word; four figures (any) to the right of the fourth in cipher; and then, with the fifth word in cipher, begin with one figure to the left, and so on, as before. Enclosed I return a copy of a portion of your letter in cipher, with the figures thus added, in order to illustrate the change.

Lieutenant Averett apprises me of your intention to cruise near the mouth of the Mississippi. I doubt not that a dash there might do good service; but, with the enemy's means of intercommunication, any delay in that vicinity would bring his fast cruisers upon your track. The only passes to and from the Gulf of Mexico, between Honduras and Cuba on the one side and Florida and Cuba on the other, would be occupied by them.

Apalachicola and St. Mark's are each blockaded by one steamer (a side-wheel), and should you deem it advisable you might perhaps capture them, send them into St. Mark's under prize crews, and leave the Gulf at once.

A dash at New England commerce and fisheries has always seemed to offer peculiar attractions, as you will see by the instructions to your predecessors, on referring to them.

The practice of placing their commercial vessels under foreign flags to avoid capture has become very general with Federal shipowners, and requires increased vigilance on our part to detect and defeat it. With an earnest desire to treat with all proper respect the rights of neutrals, this practice is an abuse of neutral flags which justice to them, no less than to our own, calls upon us to correct; and in all cases where the voyage, the build, the officers and crew, or the papers create suspicion of colorable transfer for this purpose you will not hesitate to scrutinize closely and act upon your judgment. It is represented that the Brazilian flag is generally used fraudulently to cover American shipping between Brazil and the United States.

With earnest wishes for the welfare of yourself and crew and the success of your cruise, I am, etc.,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant C. M. MORRIS, C. S. Navy,
Commanding C. S. S. Florida, St. George, Bermuda.

Instructions sent by the English Government to the governors of colonies, respecting the treatment of prizes captured by Federal or Confederate cruisers if brought into British waters.

DOWNING STREET, *June* 2, 1864.

SIR: I *think it well to communicate* to you the decisions at which her *Majesty's Government have arrived* on certain questions which have

arisen respecting the treatment of prizes captured by Federal or Confederate cruisers if brought into British waters.

1. If any prize captured by a ship of war of either of the belligerent powers shall be brought by the captors within her Majesty's jurisdiction, notice shall be given by the governor to the captors immediately to depart and remove such prize.

2. A vessel which shall have been actually and bona fide converted into and used as a public vessel of war shall not be deemed to be a prize within the meaning of these rules.

3. If any prize shall be brought within her Majesty's jurisdiction through mere stress of weather or other extreme and unavoidable necessity, the governor may allow for her removal such time as he may consider to be necessary.

4. If any prize shall not be removed at the time prescribed to the captors by the governor, the governor may detain such prize until her Majesty's pleasure shall be made known.

5. If any prize shall have been captured by any violation of the territory or territorial waters of her Majesty, the governor may detain such prize until her Majesty's pleasure shall be made known.

Her Majesty's Government have not thought it necessary to make any addition to the instructions already given with respect to cargoes, viz, that her Majesty's orders apply as much to prize cargoes of every kind which may be brought by any armed ships or privateers of either belligerent into British waters as to the captured vessels themselves. They do not, however, apply to any articles which may have formed part of any such cargoes if brought within British jurisdiction, not by armed ships or privateers of either belligerent, but by other persons who may have acquired or may claim property in them by reason of any dealings with the captors.

These rules are for the guidance of the executive authority, and are not intended to interfere in any way with the process of any court of justice.

I have, etc.,

EDWARD CARDWELL.

Report of Chief Engineer Quinn, C. S. Navy, C. S. S. Florida, regarding the condition of that vessel, and urging that she be put in dry dock for repairs.

C. S. S. FLORIDA,
At Sea, June 15, 1864.

SIR: I beg leave to inform you that on account of the injurious shake and jerk in the propeller screw I do urge that the vessel be put in a dry dock, for at present I am unable to ascertain or repair the said injury; but I am fully confident that the outboard crutch is sprung or loose. It being the case, it is requisite that the vessel be put in dock, so that it can be examined and repaired.

The Kingston blow valve to the after boiler is also carried away, and being below water line prevents me repairing any of the locks or pipes connected with the said boiler. This is very requisite, and also requires that the vessel be put in dock before I can remedy it, as the valve is 5 feet below water line. The after boiler also needs repairs, the valve sheets being sprung so much as to cause a great many of the tubes to leak, and lessens the strength of boiler.

I am, sir, yours, respectfully, and most obedient servant,

CHAS. W. QUINN,
Chief Engineer, *C. S. Navy.*

Captain C. M. MORRIS,
Commanding C. S. S. Florida.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding affairs of that vessel.

C. S. S. FLORIDA,
St. George, Bermuda, June 19, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 2d instant, in relation to officers ordered, money, change of cipher, cruise of vessel, etc. I regret to inform you that Lieutenant Porter and First Assistant Engineer William Ahern are the only officers who have arrived. As I am now trying to obtain permission to remain here a sufficient time to try and trip and careen the vessel so as to look at the propeller and Kingston valve before I leave, Major N. S. Walker, C. S. Army, will hand you this and give you a full account of all my movements here which I deem it imprudent to write.

I am, sir, respectfully,

C. M. MORRIS,
Lieutenant, Commanding.

S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to Vice-Admiral Sir James Hope, K. C. B., requesting permission to dock that vessel.

C. S. S. FLORIDA,
St. George, Bermuda, June 19, 1864.

SIR: I have the honor to inform your excellency that the C. S. S. *Florida* arrived in the port of St. George this morning, in want of coal, provisions, and repairs. The coal and provisions can be procured at this port, but it will be impossible to have the necessary repairs to the propeller and the Kingston blow valve to the after boiler effected unless I am authorized by your excellency to proceed to her Majesty's dockyard at Inland Island for the purpose, for permission to do which I beg leave now respectfully to apply.

I have the honor to be, very respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

His Excellency Sir JAMES HOPE.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the lieutenant-governor of Bermuda, regarding needed repairs to that vessel.

C. S. S. FLORIDA,
St. George, Bermuda, June 20, 1864.

SIR: I have the honor to acknowledge the receipt of your excellency's letter of this date, with the enclosed copy of one from Sir James Hope, vice-admiral. In answer I will state that I am most anxious to have permission to remain here a sufficient time to make (or attempt to make) the repairs spoken of in my former communication, and am most anxious to have the opinion of any engineer from her Majesty's service, as suggested in the communication of Admiral Hope to your excellency.

Very respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

His *Excellency Colonel* WILLIAM MUNRO,
Acting Governor and Commander in Chief, St. George, Bermuda.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, transmitting confidential communication from Sir James Hope, K. C. B., regarding belligerent rights at sea.

C. S. S. FLORIDA,
St. George, Bermuda, June 21, 1864.

SIR: I have the honor to enclose you a confidential communication handed to me on the 20th instant by the secretary of Vice-Admiral Sir James Hope; also a copy of my answer.

I am, sir, very respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

[Enclosures.]

Confidential communication to be made to the officer in command of the Florida, a vessel of war of the so-styled Confederate States.

First. That my attention having been drawn to the circumstances of the *Martaban*,* a vessel with a British register and papers, having been burned at sea by the *Alabama*, I have issued the following instructions to the officers under my command:

To capture and send to England for adjudication in the admiralty court every vessel by which a British vessel (i. e., with legal British papers) is burned at sea.

You are further to acquaint him that the right or otherwise of the *Alabama* to burn the *Martaban* being not altogether free from doubt, I referred the question on the 2d of May last to England for instructions, which leads me to expect a reply by the next mail. Should a view different from that which I have found it my duty to take of the question be arrived at by my superiors, I shall not fail to communicate it to him with the least possible delay, should the *Florida* still be on the station under my command.

Second. That under these circumstances it will be very satisfactory to me if he can find it consistent with his duty to give you a written assurance of his intentions to forbear from any act of the like description until he has received special instructions in regard to the question from his Government, and that I shall be obliged by his communicating the tenor of such instructions to me by the earliest opportunity which he finds convenient.

Third. That the view I take of the question, and which I submit for his serious consideration, is as follows:

(1) That a belligerent has the right to burn the vessel of an enemy at sea.

(2) That a belligerent has the right to capture and to send a neutral for adjudication in an admiralty court, but in no case to burn her at sea prior to condemnation, and that if circumstances do not admit of his sending her in for adjudication in an admiralty court, then she should be dismissed.

Fourth. That the care with which the officers in command of the Confederate vessels of war have hitherto avoided giving just cause of offense to neutrals induces me to indulge in the belief that he will avoid any act which may produce consequences which would be matter of much regret alike to me and to my superiors, and that I beg to call his attention to the annexed opinion of Lord Stowell on this question, which I incline to think will find acceptance with the British Government.

J. HOPE,
Vice-Admiral.

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*See Vol. 2, pp. 581, 591, 792.

Opinion of Lord Stowell on capture and its incidents.

Jpon the surrender of a vessel under an enemy's flag on the high seas elligerent may destroy her under the general laws of nations and he captor is unable to bring her into port he will be justified toward own Government in destroying her. The instructions of his own vernment may, indeed, require him to bring into port every capture ich he may make, but he may be actually engaged in a service which l not allow him to put a prize crew on board the vessel which he has tured in order that she may be taken into port. Under such a lision of duties Lord Stowell has held that nothing is left to the ligerent vessel but to destroy the enemy's vessel which she has en, for she can not consistently with her general duty to her own ntry, or, indeed, under its express injunctions, permit an enemy's perty to sail away unmolested. If it should be impossible to bring in, her next duty is to destroy the enemy's property. When it is ibtful whether it is an enemy's property and it is impossible to bring n, no such obligation arises, and the safe and proper course is to miss. When it is a neutral, the act of destruction can not be justi- l to the neutral owner by the gravest importance of such an act to captor's own state. To the neutral it can only be justified, under such circumstances, by a full restitution in value. (Law of Nations, Zwiss, 1863.)

Remark.—It is to be observed that should the Confederate States fail establishing their independence, then the above-named restitution in ue will be impossible. I hold this consideration to be an imperative igation for forbearance on the part of the belligerent and the dis- ssal of the neutral vessel.

J. HOPE,
Vice-Admiral

C. S. S. FLORIDA,
St. George, Bermuda, June 21, 1864.

R: Having considered the confidential communication of Sir James , I have no hesitation in answering you that it has always been ntention, and now is my intention, to allow all neutral vessels (i. e., ls producing legal papers) to pass, and that such are my instruc- from my Government.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

. ASHBY, Esq., R. N., etc.

Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the cruise of and captures by that vessel from May 13 to June 18, 1864.

C. S. S. FLORIDA,
St. George, Bermuda, June 21, 1864.

have the honor to report my arrival at this port on the after- ie 18th instant. After leaving this island on the 13th May I he northward and eastward until I struck the track of vessels n northern ports to the equator, and continued to cruise in it, id recrossing it until I arrived in latitude 21° 40′ N., longi- ′ W., *then over to* the westward to longitude 60° W., an *land. On the 18th* May, in latitude 34° 55′ N., longitu

55° 13′ W., we captured and burned the schooner *George Latimer* (198 tons), of Baltimore, loaded with flour, lard, bread, and kerosene oil, and bound to Pernambuco or a market. Three of her crew shipped with us; the remainder I sent to England in an English ship. The *Latimer* was the only American vessel that we met until we arrived in this neighborhood. On the 17th instant, in latitude 30° N., longitude 62° 40′ W., we captured the hermaphrodite brig *W. C. Clarke* (338 tons), of Boston, loaded with lumber, from Machias, Me., bound to Matanzas. The captain stated that the cargo belonged to Spanish owners, but as he had no official papers to prove it, I burned her and have landed the crew at this place. I am sorry to say we arrived here just too late to capture an American brig from New York. When we came up to her she was only 2 miles from shore. During our cruise we have sighted and boarded a great many vessels, and a number of them formerly American; but I always found their papers correct. The English and Danish flags are most frequently used. I enclose you a report from Mr. Quinn in relation to the condition of the engines. Major N. S. Walker, C. S. Army, leaves to-day for Richmond. I deem it more prudent to refer you to him for all information in relation to my movements since my arrival at this port.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the lieutenant-governor of Bermuda, acknowledging receipt of permission for repairs to that vessel.

C. S. S. FLORIDA,
St. George, Bermuda, June 21, 1864.

SIR: I have the honor to acknowledge the receipt of the letter of your excellency of this date, granting me five working days for the repairs of this vessel. I will use every exertion to accomplish the work in this time, and shall take the earliest opportunity of communicating to my Government my high appreciation of the privilege which has been accorded.

I have the honor to be, very respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Colonel WILLIAM MUNRO, C. B.,
Lieutenant-Governor, etc., St. George, Bermuda.

Letter from the lieutenant-governor of Bermuda to Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, transmitting official circular regarding issue of coal to belligerent vessels.

ST. GEORGE, BERMUDA, *June 23, 1864.*

SIR: I have the honor to transmit to you the accompanying extract from a circular dispatch from his Grace the Duke of Newcastle, conveying the instructions of her Majesty's Government relative to the supply of coal to Federal or Confederate vessels of war, to which I beg to call your attention.

I have the honor to be, sir, your most obedient servant,

WILLIAM MUNRO,
Colonel, Lieutenant-Governor.

Commander MORRIS,
C. S. S. Florida, etc.

[Enclosure.]

Extract from circular dispatch from the secretary of state for the colonies, dated July 16, 1863.

With regard to the issue of coal to the war vessels of the belligerents, I have to state that coal supplied to a belligerent vessel of war under the "special permission" contemplated in her Majesty's proclamation should be issued in no greater quantity than may be necessary to carry such vessel to the nearest port of her own country (or, of course, any nearer port), without reference to the question whether the ports of that country are or are not under blockade. In case of such blockade it would rest with the officer in command to seek some more convenient destination. If within the period prescribed by the proclamation a vessel thus furnished with coal in one of her Majesty's possessions should apply for a second supply in the same or another colony, the application may be granted if it is made to appear that, owing to real necessities arising from stress of weather, the coal originally given has been prematurely exhausted before it was possible that the vessel could under existing circumstances have reached the destination for which she coaled.

But if it should be the case that the vessel has not, since taking in coal, been bona fide occupied in seeking her alleged destination, but has consumed her fuel in cruising, the coal should not be replenished under the terms of the proclamation; such a case is not one to which "special permission" referred to in the proclamation was intended to apply.

Her Majesty's Government are of opinion that the regulations of the proclamation thus interpreted should be strictly adhered to without any arbitrary concession to either belligerent. It is by such a course that misunderstandings and complaints of partiality will be most certainly avoided. An unauthorized concession to one belligerent, it may be safely assumed, will not be accepted by those to whom it is made as a justification of a similar concession in the opposite direction.

In the event of any Federal or Confederate vessel of war coaling at any port of the colony under your Government, I have to instruct you at once to communicate to the governors of the several West Indian colonies the name of the vessel, its alleged destination, the date of receiving the coal, and the quantity allowed to be placed on board.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the lieutenant-governor of Bermuda, acknowledging receipt of official circular regarding issue of coal to belligerent vessels.

C. S. S. FLORIDA,
St. George, Bermuda, June 23, 1864.

SIR: I have the honor to acknowledge the receipt of your excellency's communication of this date, with the accompanying extract from a circular dispatch from his Grace the Duke of Newcastle, conveying the instructions of her Majesty's Government relative to the supply of coal to Federal or Confederate vessels of war.

I have the honor to be, sir, very respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

His Excellency Colonel WILLIAM MUNRO,
Acting Governor and Commander in Chief, etc.,
St. George, Bermuda.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding funds for that vessel.

C. S. S. FLORIDA,
St. George, Bermuda, June 27, 1864.

SIR: I have the honor to inform you that the paymaster of this vessel has drawn on Captain J. D. Bulloch for the sum of £8,500 at sixty days' sight. I had intended him to draw for the whole amount of the letter of credit, knowing that we would be unable to negotiate in another port than Bermuda; but, on account of the scarcity of gold in the hands of Major Walker, he was compelled to make his draft for a smaller amount. Should I again get short of funds, I will endeavor if possible to get a draft for the remainder of the $50,000 cashed.

I have the honor to be, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding the engineer officers of that vessel.

C. S. S. FLORIDA,
St. George, June 27, 1864.

SIR: I have the honor to report that Mr. W. S. Thompson, chief engineer, and Mr. John B. Brown, second assistant engineer, arrived out yesterday and have reported for duty. Second Assistant Charles H. Collier has not yet arrived. As Acting First Assistant Engineer Charles W. Quinn has been recommended by Dr. Charlton to be sent home on sick leave, I have detached him from this vessel and ordered him to return to the Confederacy, reporting to you in writing on his arrival.

Acting First Assistant Engineer Daniel McWilliams and Acting Second Assistant Walter Rose have sent in their resignations, which I have accepted, as they were dissatisfied and in my opinion not trustworthy.

Hoping that my course will meet with your approbation, I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding future movements of that vessel.

C. S. S. FLORIDA

sent out to me any officers that may have arrived. I will refer you to Major Walker for information in relation to my future movements.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of intended departure for sea without further delay.

C. S. S. FLORIDA,
At Sea, Off Bermuda, June 28, 1864.

SIR: I regret to inform you that although three steamers have just arrived from Wilmington, Second Assistant Engineer Charles H. Collier has not yet made his appearance, and I will be obliged to proceed on my cruise without him, as I am consuming too much coal in waiting off here for him.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the capture by that vessel of the American bark Harriet Stevens.

C. S. S. FLORIDA,
At Sea, Off Bermuda, July 2, 1864.

SIR: I have the honor to inform you that yesterday, in latitude 31° 33′ N., longitude 64° 8′ W., I captured and burned the bark *Harriet Stevens* (463 tons), of Portland, Me., from Portland, bound to Cienfuegos with a cargo of lumber, shooks, heads, spars, and cement. I found on board two boxes containing 312 pounds of gum opium, which I will try [to] get on board of one of the blockade runners, as it will no doubt be very acceptable in our hospitals. My principal object in being here is to try and obtain the expected ones and to ship the opium. I fortunately met a Danish bark bound to Cork a few hours after the capture, and sent all the prisoners in her. I supplied them with all necessary provisions, previously taken from the prize.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the Confederate agent at St. George, Bermuda, expressing a desire to communicate.

C. S. S. FLORIDA,
At Sea, Off Bermuda, July 2, 1864.

DEAR SIR: As I was passing here I thought I would come near and send in, in hopes that what I have been expecting had arrived. I think they *must be taken.* As I hear there are two steamers coming *out to-day, I wish you would* get one of them to stop alongside of me,

as I have two boxes, containing 312 pounds of gum opium, which I would like to send into the Confederacy; and if possible put 10 or 15 tons of coal on board of her for me, either in bags or in lump, so that I can take it in a hurry. The bark *Harriet Stevens*, of Portland [Me.], bound to Cienfuegos, came to grief yesterday 50 miles to the southward and westward of this. The crew I sent to Cork in a Danish bark. Mr. Thompson, chief engineer, wants some things if they can be had. Do send or bring them, as I am most anxious to see you. I enclose his note.

Yours, truly,

C. M. MORRIS,
Lieutenant, Commanding.

Mr. GEORGE [B.?] BLACK,
St. George, Bermuda.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the shipment of opium captured in American bark Harriet Stevens.

C. S. S. FLORIDA,
At Sea, Off Bermuda, July 2, 1864.

SIR: I have the honor to inform you that I have shipped by the English steamer *Lilian*, bound to Wilmington, N. C., two boxes (containing 312 pounds gum opium) directed to you at Richmond, care of navy agent at Wilmington. I regret to inform you that another steamer has just arrived. The officers I am expecting have not yet made their appearance. I am now waiting for a tug to bring me off some coal, and expect to proceed on my cruise this evening.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the drowning of Midshipman William B. Sinclair.

C. S. S. FLORIDA,
At Sea, July 23, 1864.

SIR: It is with deep sorrow that I have to report the death of Midshipman William B. Sinclair. He was drowned on the evening of the 10th instant by the swamping of the second cutter, while coming from the prize steamer *Electric Spark* to this vessel. The moment it was known that the cutter was in danger a boat was sent to her assistance. On reaching her she found all of her crew hanging on the bottom of the boat, and Mr. Sinclair missing. Mr. Sinclair had nobly refused the assistance of the crew, ordering them to hang on to the boat, and he would swim to the ship and would take care of himself. He was never seen afterwards, and I fear must have been seized with cramp or taken by a shark; one had been seen not long before swimming about the ship. Every exertion was made to find him, but of no avail.

Mr. Sinclair was a most promising young officer, and esteemed and beloved by officers and crew. His death has cast a deep gloom over all.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the cruise of and captures by that vessel from July 2 to 13, 1864.

C. S. S. FLORIDA,
At Sea, Lat. 39° 36′ N., Long. 61° 49′ W., July 13, 1864.

SIR: I have the honor to make the following report of the cruise of this vessel since leaving the island of Bermuda on the evening of the 2d instant:

On the 8th, in latitude 37° 28′ N., longitude 72° W., captured the whaling bark *Golconda* (335 tons), of New Bedford, from Talcahuano, Chile, bound to New Bedford with a cargo of 1,100 barrels of sperm and 700 barrels of whale oil. After taking what supplies of oil we required, I burned her. At daylight on the 9th, in latitude 35° 59′ N., longitude 73° 44′ W., captured the schooner *Margaret Y. Davis* (170 tons), of New York, from Port Royal, S. C., in ballast, bound to New York; carried to Port Royal a cargo for Government. Burned her and went in chase of another schooner. Found her to be the English schooner *Wm. Clarke*, from New York, bound to Harbor Island. Put on board of her the officers and boat steerers of the bark and schooner, giving all the provisions they required. Stood in for the coast about Cape Charles. In the afternoon discovered a steamer and bark close together inshore of us. As we approached them, made them out to be a steamer towing a bark to the southward and westward, the steamer with United States colors flying; bark very deep. Shortly afterwards the steamer cast off, and kept to the southward and westward. The bark ran off for Cape Henry. Followed the steamer, but soon found that she was too fast for us. Gave up the chase, and ran for the bark. Found her to be the bark *Greenland* (549 tons), of Brunswick, Me., chartered by Government, from Philadelphia, with 900 tons of coal, bound to Pensacola. The steamer was the tug *America*, of Philadelphia, chartered to tow the *Greenland* to Pensacola. While in sight she changed her course for the capes of Delaware. The *Greenland's* cargo was anthracite coal. Mr. Thompson, chief engineer, reported that it was of no use for our furnaces. Took out some provisions and stores and set fire to her in latitude 56° 56′ N., longitude 74° 51′ W., and shaped our course for the capes of Delaware, in hopes of falling in with some of the army transports bound into the James River. At 3 a. m. on the 10th came up with and captured the bark *General Berry* (1,197 [469] tons), of Thomaston [Kennebunk], Me., chartered by Government, from New York, with a cargo of 1,166 bales of hay and 36 bales of straw, bound to Fortress Monroe. Took provisions out of her and set her on fire, at the time about 35 miles from the eastern shore of Maryland. Went in chase of another bark. Found her to be the *Zelinda*, of Eastport, Me., 559 tons, from Matanzas, in ballast, bound to Philadelphia. Put an officer and prize crew on board of her, with orders to follow us. Went in chase of a schooner to the eastward. Found her to be the *Howard*, of New York, from San Salvador, bound to New York with a cargo of fruit belonging to English merchants. Bonded the schooner for $6,000, and put all of the prisoners (sixty-two in all) on board, giving them all the provisions and water that the captain asked for. The bark *Zelinda* came up; removed what few provisions she had and set her on fire. Stood off to the eastward in chase of another vessel. Found her to be the English schooner *Lane*, from Baracoa, with a load of fruit, bound to New York. Soon after leaving her discovered a steamer standing to the southward. Went in chase, steering so as to cut her off. As soon as we were near enough hoisted English colors. When within range of our guns hauled

down the English flag and fired a shot astern of her, showing our own colors. As she still kept on, fired two shots at her; all well directed. She stopped and hauled down her flag. All the shots fired were from our broadside guns and were unloaded shell, with sand in them. Found her to be the new propeller steamer *Electric Spark*, of Philadelphia, 810 tons, from New York, bound to New Orleans with the United States mail, forty-three passengers, a crew of thirty-six, and a very valuable assorted cargo. As the English schooner *Lane* was still in sight, I determined to follow her and try to get the captain to take the passengers and crew of the steamer. Put Lieutenant Stone with a prize crew on board, with orders to follow us. After chasing the schooner for two hours, fired a gun to windward. She hove to. Made the following terms: We were to pay $720 (in gold) for her deck load of fruit, which he would be obliged to throw overboard to make room for the passengers and crew, which she would land at the Delaware Breakwater, then distant 73 miles. Among the passengers were Lieutenant-Colonel J. A. P. Hopkins, of One hundred and thirty-third Volunteer New York Regiment; William P. Gibbs, acting master, U. S. Navy, and Lieutenant C. D. Waterman, of U. S. Engineers, all of whom are now on parole. My first intention was to put her in charge of Lieutenant S. G. Stone, with a prize crew, and let him try to run her into Wilmington; but my great difficulty was a want of competent men to run her engines. I sent two of our best firemen on board, but they were totally incompetent. Mr. Jackson, acting second assistant engineer, had just been dangerously wounded by the falling of a tackle from the maintop, striking him on the ankle joint; and Mr. Thompson said it would be impossible for him to spare one of the engineers of the vessel. Under these circumstances I deemed it best to destroy her by cutting all of her pipes and opening her air ports, and allow her to sink before daylight, giving the passengers the idea that we had carried her off to make a tender of her or to run her into Wilmington. Before Mr. Stone left her she had the water over her fire-room floor and the following pipes cut: Injection pipe of engine, 5-inch; bottom blowpipe of boiler, 5-inch; feed pipe of donkey engine, 3½-inch; discharge pipe of same, 4-inch; pipe for watering journal, 3-inch and discharge pipe, 15-inch, but above the water line. As the prize crew left her she was settling down rapidly by the head. At 11:15 p. m. we left her, only taking away the mail bags and Adams & Co.'s iron chest, as I deemed it most prudent to be well off the coast before daylight, the *America* having had ample time to reach Cape May and telegraph the news of our being on the coast, and we had gathered from the newspapers that there were vessels both at Philadelphia and New York ready for sea; also at Fortress Monroe. As I have not a sufficient supply of coal to return to the coast, I am now standing across the Atlantic with the intention of coaling either at the Canary or Cape Verde Islands. On opening the mail bags I found no dispatches, but some $12,000 worth of postage stamps; all of the remaining mail matter I threw overboard. In Adams Express Company's chest we found the following: $1,305 in United States greenbacks; $328 in New Orleans bank notes, and $132.25 in New Orleans city notes; $219 in American gold; one gold watch; one silver watch, and a diamond pin. All of the above articles have been placed in charge of the paymaster. I had hoped to have been able to have made *a much longer* stay, and have gone up as far north as the fishing fleet *before leaving*; but my plans were all disarranged by the escape of the

steam tug *America*. After that I deemed it prudent to send the prisoners off by every opportunity, and if possible to leave the coast without any supernumeraries to feed.

Before closing it gives me great pleasure to state that when we made the steamers, and before we knew that they were not gunboats, the crew displayed the greatest eagerness for a fight. Should they ever be brought into action with the enemy they will give a good account of themselves.

Hoping that my course will meet with your approbation, I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

[Hon. S. R. MALLORY,
Secretary of the Navy.]

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the arrival of that vessel at Santa Cruz, Teneriffe.

C. S. S. FLORIDA,
Santa Cruz, August 4, 1864.

SIR: I have the honor to report my arrival at this port at 11 a. m. yesterday. We are allowed to remain here but twenty-four hours, and in that time may take on board stores and supplies of all kinds, except munitions of war. We leave to-day with a supply of everything. I herewith enclose a full report* of my cruise since leaving Bermuda; also other reports. We made no captures coming over here.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Letter from Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, to the C. S. commissioner to Great Britain, regarding diplomatic correspondence captured on the American mail steamer Electric Spark.

C. S. S. FLORIDA,
Santa Cruz, August 4, 1864.

SIR: I have sent a package to Messrs. Fraser, Trenholm & Co., Liverpool, containing the diplomatic correspondence of the Washington Government, requesting them to hold it subject to the order of either you or Mr. Slidell. The correspondence was captured on U. S. mail steamer *Electric Spark*, and I have sent it to you thinking it might prove interesting and useful.

I have the honor to be, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. JAMES M. MASON,
London.

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* See pp. 622, 623.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, regarding an escaped prisoner from Fort Warren.

C. S. S. FLORIDA,
Santa Cruz, August 4, 1864.

SIR: I have the honor to report that while at Bermuda James Butler, a second-class fireman, and representing himself as one of the crew of the C. S. ram *Atlanta*, came on board, stating that he had made his escape from Fort Warren. He is now on board as one of the crew of this vessel.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond, Va.

Report of Lieutenant Morris, C. S. Navy, commanding C. S. S. Florida, of the arrival of that vessel at Santa Cruz, Teneriffe.

C. S. S. FLORIDA,
Santa Cruz, August 4, 1864.

SIR: I have the honor to report my arrival at this port. We arrived here yesterday morning and are only permitted to remain twenty-four hours to take in coal and stores. I leave to-day at meridian, fully supplied with coal and provisions. Enclosed I send you my report of cruise since leaving Bermuda; also some other official reports for the honorable Secretary of the Navy. Our supplies on both occasions at this port have been furnished by Messrs. Davidson & Co. They have been unremitting in their attention to this vessel, and have lost all of their American customers in consequence. I would most respectfully urge that they may be appointed our agents at this port.

I am, sir, respectfully, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding.

Commodore SAMUEL BARRON,
Paris.

Letter from the Confederate Secretary of State to the Confederate Secretary of the Navy, returning, with comments appended, correspondence and documents on the subject of belligerent rights at sea.

DEPARTMENT OF STATE,
Richmond, September 8, 1864.

SIR: I have the honor to acknowledge receipt of the following papers* communicated by you to this Department on the 22d ultimo, under the instructions of the President.

After conference with the President, it has been deemed unnecessary to make extended comment on the paper signed by the vice-admiral, for the reason that it was evidently hazarded with distrust, until instructions could be obtained from his superiors. It can scarcely be assumed by us as possible that the British Government will concur in *opinion* with the distinguished naval officer, that British admiralty *courts* have jurisdiction over the ships of war of a foreign Government

* See pp. 616, 617.

with which Great Britain is at peace, or that the rights of this Government as an acknowledged belligerent can be affected by the fact that Great Britain has not chosen to recognize the independence of the Confederacy, or that the proper course for a professedly neutral nation when complaining of alleged aggressions on its neutral commerce is to commence hostilities on the high seas against one belligerent on the first occasion for complaint, and without previous remonstrance or demand for redress, while remaining passive as to the other belligerent after three years of constant and unavailing remonstrances against hundreds of outrages and aggressions.

The purpose of the President in requesting that the papers should be referred to this Department was to obtain for the guidance of the naval officers in command of our cruisers such further and fuller instructions for the discharge of their duties as the experience of the war has shown to be necessary. These instructions I have now the honor to forward to you for transmission to your subordinates.

The cases which occur for decision by our cruisers may be classified as follows:

A. A vessel under enemy's flag without cargo, or with cargo belonging exclusively to enemy.

B. A vessel under enemy's flag with cargo wholly or in part belonging to neutrals.

C. A vessel really neutral, with cargo wholly or in part belonging to the enemy.

D. A vessel ostensibly neutral, but really hostile, fraudulently placed under neutral flag and furnished with fraudulent papers as a cover to protect her from capture.

A. The right of our cruisers to capture enemy's property on the high seas is of course unquestioned. No condemnation by an admiralty court is necessary to vest title to such property in this Government. The capture itself gives instant title to the captors. The property so captured should in all cases be at once destroyed if it be not in the power of the captors to dispose of it otherwise for the benefit of the Confederacy.

Enemy's vessels thus captured may be armed by the captors and placed under command of any commissioned officer of the Confederate States, and used either as tender to the captors or detached as independent cruisers. Such vessels so armed and commanded are as fully entitled to the rights of national armed vessels as if built and equipped in our own waters.

On this point it may be proper to observe that the British Government, after violating this principle of public law by the seizure of the *Tuscaloosa* at the Cape of Good Hope, is understood to have admitted its error, and although it has not tendered us the satisfaction due for so violent an aggression on our rights, it published on the 2d June last instructions* relative to the treatment of prizes captured by either belligerent, and while refusing them permission to enter British ports, makes an express exception in favor of a vessel which shall have been actually and bona fide converted into and used as a public vessel of war.

B. A vessel under enemy's flag with cargo wholly or in part belonging to neutrals.

Under ordinary circumstances this case would present no embarrassment. The captured vessel would be taken into a port of the captors or of a neutral country; the portion of the cargo belonging to the neutral would be delivered to the owners and the vessel, with such portion of the cargo as belonged to the enemy, would be condemned as prize.

* See p. 613.

The action of neutral Government has placed serious obstacles in the way of doing justice to their own people. They have closed their ports to the admission of captured vessels, and have thus rendered it impossible to make delivery in their own ports of the property of their own subjects found on board of the vessels of our enemy; while it would be exposing those vessels to almost certain recapture to attempt to bring them into our ports, for the captured vessels are almost invariably sailing vessels, and the enemy's cruisers off our ports are steamers.

In most instances heretofore it has been found practicable to reconcile to a certain extent the exercise of our own just rights as belligerents with a due regard for the claims of neutrals, by allowing the vessels of the enemy when partially laden with neutral goods to be released on ransom bonds. But it is obvious that this is rather a mode of eluding than of solving the difficulty, and that we can not allow it to be established as a rule that our enemies may cover their shipping from capture during the war by simply carrying neutral goods as part of their cargo.

If, for instance, Great Britain will not permit a captured enemy vessel to be carried into one of her ports for the purpose of there delivering to a British subject his goods found on board, she would certainly have no just ground of complaint that the goods were not restored to the owner. If, therefore, on the renewed representations we are about to make we find neutral nations persist in refusing to receive the property of their subjects in their own ports when captured by us on enemy's vessels, it will become necessary to instruct our cruisers to destroy such property whenever they are unable to bring the prize into our ports.

In the meantime it is deemed proper, as evidence of that respect for the rights of others which has been so seldom extended toward us in this war, that the commanders of our national cruisers should be instructed to continue their former practice of allowing the enemy to ransom his vessel in cases where the neutral property on board is of large value, or bears any considerable proportion to that of the enemy; if a ransom bond is refused, or if the proportion of neutral property on board is small compared with the value of the vessel and hostile cargo, the whole should be destroyed whenever the prize can not be brought into a port of our own or of a neutral country.

C. A vessel really neutral, with cargo wholly or in part belonging to the enemy.

Under the law of nations as established prior to the year 1856 such a vessel would have been liable to capture for the purpose of being brought into port, where the hostile cargo would be condemned as prize and the neutral vessels and neutral portion of cargo would be liberated.

By the Paris declaration of 1856 it was declared that the neutral flag covers enemy's goods with the exception of contraband of war, and this rule was adopted by the resolutions of Congress of 13th August, 1861.

In the President's message to Congress on the 7th December, 1863, he pointed out that this concession of belligerent rights in favor of neutrals had been made by the Confederacy in return for an obligation entered into by Great Britain and France that they would comply with the rule of international law on the subject of blockades, also laid down *in the* declaration of Paris; that both those powers had failed to fulfill *their* promises, and that the Confederacy was thereby released from its

obligations toward them. But the President at the same time declared that the principles established by the Paris convention were "more just, more humane, more consonant with modern civilization than those belligerent pretensions which great naval powers have heretofore sought to introduce into the maritime code." He announced, therefore, that it was the policy of this Government to forego its right to retract the assent previously given to this rule of maritime law.

The cruisers of the Confederacy will therefore allow vessels of neutrals to pass free, unless laden with contraband of war destined for the enemy's ports. When such vessels are found to be laden with goods contraband of war, the contraband goods, if not the property of the owner of the vessel, are to be taken out, if practicable, and transshipped or destroyed, and she is to be allowed to continue her voyage. But if the owner of the vessel has put on board contraband goods belonging to himself destined for the enemy's country, he thereby forfeits the neutral character, and the ship is to be considered as an enemy's vessel and to be dealt with as such.

No conflict with neutral powers on this subject is to be apprehended, as they have with entire unanimity issued proclamations forbidding their subjects during the present war from engaging in contraband trade under penalty of forfeiture of national protection.

D. A vessel ostensibly neutral, but really hostile, fraudulently placed under neutral flag and furnished with fraudulent papers to protect her from capture.

Whenever, upon the seizure of such a vessel, she is admitted by those in command to belong to the enemy, and her neutral flag and papers are admitted to be a mere cover, there can be no difficulty in dealing with such a vessel as though sailing under enemy's flag.

The embarrassment in actual practice may be considered as occurring almost exclusively in cases where an enemy's vessel has been since the commencement of the present war transferred to neutrals.

The law of nations on the subject of the right of a belligerent to make legal sale of vessels to neutrals *flagrante bello* is not settled by universal concurrence. Great Britain and the United States maintain the validity of such sales when bona fide, while France and Russia, and perhaps other continental European powers, hold that a belligerent vessel sold to a neutral subsequent to the declaration of war is good prize to the other belligerent, although bearing the neutral flag.

The rule established in the United States was adopted prior to the secession of the Confederate States, and may be assumed to be binding on us until otherwise established by Congress.

Our cruisers ought therefore to be instructed that where a vessel of the United States has been sold in good faith to a neutral since the commencement of the war, and where the title is so absolutely transferred as to divest the enemy of any future interest in the vessel, she is free from capture. If, however, any enemy's interest in the vessel remain, if she be mortgaged or hypothecated to the enemy, she is as much liable to be dealt with as a hostile vessel as though no transfer to the neutral had been made. Appended hereto is a list of the enemy's vessels transferred to neutrals since the beginning of the war and known to be mortgaged to the enemy by the ostensible neutral owners. These and all other vessels in like condition are liable to capture by our cruisers as good prize of war.

It frequently occurs, however, that a belligerent makes simulated sales of vessels to neutrals with the view of protecting them from cap-

ture, and under ordinary circumstances, when the other belligerent has reason to suspect the good faith of the transfer, the suspected vessel is brought into port for adjudication by the admiralty.

This course is now not open to our cruisers for the reasons above explained, and the only instructions, therefore, practically applicable under the circumstances are the following:

The captor should in every case make rigid examination of the papers and documents of every vessel sailing under neutral flag known to have belonged to the enemy at the commencement of the war. He should take into consideration the nature of the trade in which the vessel is engaged, the national character of the master, the papers found on board, the place at which the alleged sale to the neutral took effect by delivery of the vessel, and every other circumstance tending to establish the true nature of the transfer and to satisfy his mind whether the vessel be really neutral or merely disguised as such. If the captured vessel has double sets of papers, or if papers have been destroyed or subducted by her master during the chase, or if she has continued in the same course of trade and under the same master since the alleged sale to the neutrals, it may be safely concluded that the property is still hostile and covered by fraudulent use of neutral flag.

In these and all other cases where there is great and decided preponderance of evidence to show that the vessel is really enemy's property the cruiser must act on his conviction, and treat her as such, leaving to his Government the responsibility of satisfying any neutral claim for her value. But wherever the evidence leaves serious doubt as to the true character of the transfer it will be proper rather to dismiss the vessel if she can not be brought into port than to exercise a harsh and doubtful belligerent right.

There is reason to hope, however, that most of the embarrassment existing on this branch of the subject will soon be ended by a modification of the orders of the British Government which will permit justice to be done to its own subjects. The attempt to cover the enemy's vessels from capture by the fraudulent use of neutral papers has been made almost exclusively through collusion between the enemy and British subjects. This has gone to such an extent that such vessels are familiarly termed by British naval officers "whitewashed." In the report by Commander Wood of his interview with Vice-Admiral Hope in the harbor of Halifax we are informed that the British officer enquired what were the instructions in the case of vessels which had recently changed flags or were whitewashed; that Commander Wood answered that unless the papers were clearly fraudulent he would let the vessel go; that Vice-Admiral Hope then enquired if Commander Wood had seen his communication to Captain Morris, of the *Florida*, and said that his Government required that in all such cases the vessels should be brought into an English port to have the case decided on or adjudicated. Commander Wood is not certain whether the word "decided" or "adjudicated" was used.

If the British Government has in the interest of its own subjects become sensible of the impropriety and impolicy of shutting its ports to the introduction of prizes made by our vessels in all cases in which British claimants assert title to vessels or cargo, the instructions will be given to our cruisers to take into British ports all such vessels, there to remain until our admiralty courts have exercised their *rightful* exclusive jurisdiction over the prize questions involved in such captures.

We have for the present no further information on this subject than the loose conversation above referred to, and this can not be made the basis of action by our cruisers.

I have the honor to be, very respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

S. R. MALLORY,
Secretary of the Navy.

Report of Lieutenant Morris, C. S. Navy, late commanding C. S. S. Florida, of the seizure of that vessel by the U. S. S. Wachusett, October 7, 1864, at Bahia, Brazil.

BAHIA, *October 13, 1864.*

SIR: It is with great pain that I have to report the capture of the C. S. S. *Florida*, lately under my command. I arrived at this port on the 4th instant, at 9 p. m., to procure coal and provisions, and also to get some slight repairs, after a cruise of sixty-one days. Just after anchoring a boat passing around us asked the name of our vessel, and upon receiving our reply stated that the boat was from H. B. M. S. *Curlew*. Next morning I found that the U. S. S. *Wachusett* was at anchor near us, but no English steamer, so I at once concluded that the boat which hailed us the evening before was from the *W[achusett]*. We were visited on the morning of the 5th by a Brazilian officer, to whom I stated my wants, and was informed by him that he would report the same to the president, and that until his answer was received we could hold no communication with the shore. At noon I received a communication (which was left on board the *Florida*) from the president, stating that he was ready to receive me. At my interview he informed me that forty-eight hours would be allowed me to refit and repair, but that should his chief engineer, whom he would send on board to examine the machinery, deem the time too short, he would grant the necessary extension. He was most urgent in his request that I would strictly observe the laws of neutrality (implying by his manner, and, in fact, almost in as many words, that he had no fears on account of the United States steamer, but that I was the cause of uneasiness to him, lest I should attack the *Wachusett* in port), at the same time stating to me that he had received most solemn assurances from the U. S. consul that the United States steamer would do nothing while in port contrary to the laws of nations or of Brazil, and that he desired the same from me, which I unhesitatingly gave. The Brazilian admiral, who was present at the interview, suggested that I had better move my vessel between his ship and the shore, as our proximity to the *Wachusett* might cause some difficulty. My assurances to the president seemed to set his mind at rest on the score of any collision between the two vessels, and upon leaving him I immediately repaired on board and moved the *Florida* close inshore to the position suggested by the admiral. I found the Brazilian engineer on board, and was informed by him that it would require four days to repair the pipe of the condenser. Feeling now no apprehension of any difficulty occurring while in port, and wishing to gratify the crew with a short liberty, not only on the score of good conduct, but also of health, I determined to permit one watch at a time to go ashore for twelve hours, and sent the port watch off that afternoon. About 7:30 p. m. a boat came alongside stating that she was *from the* U. S. S. *Wachusett*, with the U. S. consul, *who had an official communication* for the commander of the Florida.

The letter with the card of the consul was handed to First Lieutenant Porter, who, after examining it and finding it directed to Captain Morris, sloop *Florida*, returned it unopened to the consul, stating that it was improperly addressed; that the vessel was the C. S. S. *Florida*, and that when the letter was so directed it would be received. The next day (6th) a Mr. de Videky came on board, having received a letter from the U. S. consul enclosing one for me. He requested me, before receiving my letter, to permit him to read the one sent to him. It was a request to Mr. de V. to carry a challenge to the commander of the *Florida* and in case of its acceptance to offer his (the consul's) influence in having the repairs of the *Florida* speedily finished. I informed Mr. de V. that I had heard quite enough, and finding the letter for me still improperly addressed, declined receiving it, but at the same time said to him that I had come to Bahia for a special purpose, which being accomplished I should leave; that I would neither seek nor avoid contest with the *Wachusett*, but should I encounter her outside of Brazilian waters, would use my utmost endeavors to destroy her. I enclose a letter, marked 1, since received from Mr. de Videky. That afternoon, the port watch having returned, I sent the starboard watch ashore on liberty, going also myself, in company with several of the officers. At 3:30 a. m. on the 7th I was awakened by the proprietor of the hotel at which I was staying and told that there was some trouble on board the *Florida*, as he had heard firing and cheering in the direction of the vessel, but on account of the darkness was unable to discern anything. I immediately hastened to the landing, and was informed by a Brazilian officer that the U. S. S. *Wachusett* had rammed and captured the *Florida* and was then towing her out of the harbor. I hurried off to the admiral's vessel and was told by him that he was at once going in pursuit. He returned in the afternoon with all his vessels, having been unable to overtake the *Wachusett*. Upon mustering the officers and crew left on shore, I found there were four officers, viz, Lieutenant Barron, Paymaster Taylor, Midshipman Dyke, and Master's Mate King, and seventy-one men, of whom six had escaped by swimming from the *Florida* after her capture. Of the actual occurrences and loss of life on board the *Florida* I have been able to find out very little. The substance of what I have gathered from the six men who escaped is as follows: That at 3:15 a. m. on the 7th, Acting Master T. T. Hunter, jr., being in charge of the deck, the *Wachusett* left her anchorage, and taking advantage of the darkness steamed for the *Florida*, from which she was not seen until close aboard; that she was hailed by Mr. Hunter, who, receiving no answer, called all hands to quarters. Before the officers and crew were all on deck the *Wachusett* struck the *Florida* on her starboard quarter, cutting her rail down to the deck and carrying away her mizzenmast, at the same time pouring a volley of musketry and a charge of canister from her forecastle pivot gun upon our decks. The *Wachusett* then backed off and demanded our surrender, to which demand First Lieutenant Porter declined to accede. The enemy then fired again and again into us, which was returned by the officers and crew of the *Florida*. Another demand was then made for our surrender, and Lieutenant Porter answered, "I will surrender conditionally." The enemy then stopped firing, and the commander called for Captain Morris to come on board. Lieutenant Porter answered that Captain Morris was on shore, and that he as commanding officer would come on board as soon as he could get a boat ready. The enemy then sent a number of armed boats to take possession of the *Florida*. As soon as Lieutenant Porter was heard to surrender fifteen of our crew jumped

overboard to escape capture, of whom only six succeeded, the remaining nine having been shot in the water by men on the forecastle and in the boats of the *Wachusett*. Mr. Hunter was wounded and a number of men killed. The enemy made fast a hawser to the foremast of the *Florida*, and, after slipping her cable, towed her out to sea. I called in person upon the president as soon as possible, but could get no further information from him. On the 8th I sent a protest to the president, of which I send you a copy, marked 2. On the 10th our agent was informed by the interpreter that the president did not intend to answer my protest, as the Confederate Government had not been recognized by Brazil, and that I would find all the official correspondence in the newspaper. I then wrote the letter marked 3, in which reference is made to a letter from the president, marked 4. Just before leaving Bahia, having received no answer, I sent our agent, Mr. James Dwyer, to the president. The result of his visit is contained in his letter, marked 5. My next thought was for the care of the officers and crew then ashore. Finding that it would be impossible to negotiate a bill for an amount sufficient to pay off the crew, all of whom desired to remain in the Confederate service, I deemed it best to secure them a passage on some merchant vessel bound to England. Arrangements were made with Captain Bray, of the English bark *Linda*, to take the men at £10 each and the officers at £20 each, we to pay the expense of fitting up the berths, etc., which would cost about £80. The *Linda* is expected to sail for London on the 15th, two days after I leave. I have taken passage for Paymaster Taylor and myself on the English mail steamer, so that on our arrival such arrangements may be made for the reception and disposal of the men as you may deem best. The Bahia papers contain a number of reports as to the killed and wounded on board the *Florida*, all of which I have thoroughly sifted and find no foundation for the same. At the time of her capture there were about 25 tons of coal on board the *Florida*, most of which was dust. The amount of funds and the list of officers captured are contained in the report of Paymaster Taylor, herewith enclosed and marked 6. The enclosed newspaper is an official extra containing all the Brazilian official correspondence in reference to the *Florida*. All of my papers, the signal book, and cipher were captured in the ship, but I hope they were destroyed, as the first lieutenant, the surgeon, and the captain's clerk all knew where they were kept.

I am, very respectfully, your obedient servant,

C. MANIGAULT MORRIS,
Lieutenant, C. S. Navy, Commanding,
Late in Command of the C. S. S. Florida.

Flag-Officer SAML. BARRON, C. S. Navy,
Commanding C. S. Naval Forces in Europe.

[Enclosure 1.]

BAHIA, *October 7, 1864.*

DEAR SIR: I feel bound to address you after the fatal affair of last night has happened. When I accepted to go on board your vessel, I did so firmly believing that the mission I had to you was meant honestly and in good faith. Had I had only the slightest idea that the man who sent me to you on a mission, as I thought of honor, was at the same time meditating (as it appears now) such an infamous, blackguardly trick as he played, I certainly never should have accepted it. *How could I think such villainy* to be possible! Be sure that whenever

I shall meet that faithless scoundrel who calls himself a consul of the United States of America, and goes by the name of Wilson, I will take my revenge, and treat him as he deserves it. I am very sorry for what has happened, and I am still more sorry for having accepted that mission of carrying a letter or verbal communication from him. My services are at your orders if you should require them. I am still in possession of his two letters, which I could not deliver to him, as I could not find him after I saw you. He has not got your answer at all, which proves still more that miserable and lawless trick must have been meditated before and at the same time when he pretended to offer a fair engagement outside the jurisdiction of the Government of the Brazils.

I am, dear sir, your very obedient servant,

L. DE VIDEKY.

C. M. MORRIS,
Officer in Navy of Confederate States of America.

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[Enclosure 2.]

BAHIA, *October 8, 1864.*

SIR: It is with feelings of indescribable pain, indignation, and horror, caused by the treacherous and cowardly behavior of the commander of the U. S. S. *Wachusett*, aided by the U. S. consul, who was on board the steamer at the time and escaped in her, that I now present myself before you to report the circumstances that have taken place and most solemnly and firmly to protest against the outrage committed in the harbor of a neutral nation against a vessel belonging to a country considered and recognized as a belligerent by the Government of Brazil.

Your excellency is aware that I came to this port for the purpose of procuring provisions for my crew and getting certain necessary repairs to enable me safely to continue my voyage.

Forty-eight hours were allowed me to procure what provisions and coal I wished, and your excellency informed me that I might remain longer if my repairs could not be finished in that time.

At the suggestion of the admiral, who was present during our interview, I removed my vessel nearer to the shore, anchoring between the fort and the Brazilian men-of-war, so that there could be no fears of a collision with the United States steamer, which lay well outside of the fort.

Feeling convinced that the Brazilian Government was able and determined to prevent any violation of the laws of neutrality by the United States steamer, I did not hestitate to give my crew liberty to visit the shore, as they had been confined on board ship for many months.

One-half went on liberty on the 5th, and on the 6th, when they returned, the other half were allowed the same privilege.

It was while the last half were ashore, at 3:15 a. m. on the 7th instant, that the U. S. S. *Wachusett*, disrespecting and dishonoring the Brazilian flag, and taking advantage of the absence of half of the crew of my vessel, moved from her anchorage, without the least effective resistance being made by the Brazilian fort or men-of-war, and cowardly and treacherously boarded the *Florida*, which, after a short but determined resistance, was compelled to surrender to superior force. The *Florida* was then taken in tow of the *Wachusett* and towed to sea without the Brazilian forts or men-of-war being able to prevent it, although the United States steamer passed by them twice.

Being thus deprived of my vessel in Brazilian waters, I again, in the name of the Confederate Government, most solemnly protest against this most base and cowardly outrage, leaving it to my Government at the proper time to claim and demand what it may think is due.

In the meantime, in order to enable me to give my Government a full account of the occurrence, I beg your excellency to be kind enough to furnish me with a copy of all the correspondence that has taken place between your excellency and the U. S. consul, and a statement of any verbal assurances he may have made you; also copies of all the orders given by you to the civil and military authorities in regard to the *Florida*.

In conclusion I respectfully request that passports may be furnished to myself and Paymaster Taylor, who wish to leave in the English mail steamer, and to Lieutenant Barron, Midshipman Dyke, Master's Mate King, and 68 men, who have taken passage in the English bark *Linda*.

I am, very respectfully, etc., your most obedient servant,

C. M. MORRIS,
Lieutenant, Commanding, C. S. Navy.

His Excellency ANTONIO J. DA S. GOMES,
President of the Province of Bahia.

[Enclosure 3.]

BAHIA, *October 11, 1864.*

SIR: I have just been unofficially informed through your interpreter that my protest in relation to the capture of the C. S. S. *Florida* by the Federal steamer *Wachusett* in this port, addressed to you on the 8th instant, had been received, but that you declined giving me a written answer, as the Brazilian Government had not yet recognized the Confederate States of America as an independent nation.

I beg leave to remind you that you did, on the 6th instant, answer a written communication, addressed to you by me, in relation to the repairs of the *Florida's* machinery in the Government arsenal; also that a written communication deserves a written answer of some kind, which I most respectfully request that you will give me.

I am, sir, with great respect, your obedient servant,

C. M. MORRIS,
Lieutenant, Commanding C. S. S. Florida.

His Excellency ANTONIO JOAQUIM DA SILVA GOMES,
President of this Province.

[Enclosure 4.—Translation.]

PALACE OF THE GOVERNOR OF BAHIA,
October 6, 1864.

In reply to the note addressed to me to-day by Mr. C. Manigault Morris, commander of the steamer *Florida*, say to him to comply with strict orders on this subject and finish as soon as possible in our naval arsenal what is necessary for that steamer.

A. J. DA SILVA GOMES.

Mr. C. *MANIGAULT MORRIS*,
Commander of the Steamer Florida.

[Enclosure 5.]

BAHIA, *October 13, 1864.*

SIR: I hereby inform you that, meeting the governor's secretary, he told me that [he] was authorized to tell the captain that his excellency was very sorry to say that not being your Government yet recognized by any nation, he could not keep an official correspondence with you so as to answer your protest, which he considered quite right; and to his officials he had ordered your passports to be given; and finally, as to the document you requested, that having they all been published in the official press, that you could copy it from them; and to-day, as to the answer to your second note, he expressed the same feeling, that he insisted on the same principles according to his instructions from the Imperial Government, to whom he had sent copies of both, leaving to him to act as he thought convenient.

I beg to remain, sir, your obedient servant,

JAS. DWYER.

Captain C. M. MORRIS, C. S. Navy.

Wishing you a pleasant passage and the greatest success to your cause, assuring you my most anxious exertion to the same through all this Empire, yours,

J. D.

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[Enclosure 6.]

BAHIA, *October 8, 1864.*

SIR: I respectfully report the condition of the paymaster's department of the C. S. S. *Florida* at the time of her capture to be as follows:

Of clothing there was on board only 100 pair shoes.

Of small stores there were none.

Of provisions there were about thirty days' rations, except of the article of bread, of which there was only five days' rations.

Of money* there was on board £3,000 in Bank of England certificates and about $12,000 in American gold.

Our complement consisted of 17 officers and 129 men; also 1 passenger, Mr. Walter Dulany, who was captured on the American bark *Mondamin*.

There are on shore in this place: Of the officers, 5; of the crew, 71; 6 of the latter escaped after the capture of the *Florida*.

The following officers were captured, viz: First Lieutenant Thomas K. Porter, Second Lieutenant S. G. Stone, Passed Assistant Surgeon T. J. Charlton, Chief Engineer W. S. Thompson, Acting Master R. S. Floyd, Acting Master G. D. Bryan, Acting Master T. T. Hunter, jr., Assistant Surgeon Thomas Emory, Midshipmen G. T. Sinclair, jr., First Assistant Engineer William Ahern, Second Assistant Engineer J. B. Brown, Captain's Clerk W. D. Hough; and of the crew, 58 men.

Very respectfully,

RICHD. TAYLOR,
Assistant Paymaster, C. S. Navy.

Lieutenant Commanding C. M. MORRIS, C. S. Navy.

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*Amount of money found in the *Florida's* safe by the Federal authorities at Hampton Roads, Va., November 15, 1864: American gold, $12,600; United States legal tender notes, $1,305; Louisiana bank notes, $462.25; Philadelphia bank note, $2; 2ds and 3ds bills of exchange on England, £3,000. There was also found on board the *Florida* a lot of United States postage stamps.—COMPILERS.

Report of Lieutenant Porter, C. S. Navy, C. S. S. Florida, of the seizure of that vessel by the U. S. S. Wachusett, October 7, 1864, at Bahia, Brazil.

LIVERPOOL, *February 20, 1865.*

SIR: In obedience to orders, I submit the following report of the capture of the C. S. S. *Florida* at Bahia, Brazil, on the 7th of October, 1864, by the U. S. S. *Wachusett*, the treatment of the officers and crew while prisoners, and the manner of our release. But before commencing I beg to call your attention to the fact that before entering the harbor our shot were withdrawn from the guns; that after our being requested by the Brazilian naval commander to anchor inshore of his squadron we let our steam go down and hauled fires.

At about 3 a. m. on the morning of the 7th October the officer of the deck (Acting Master T. T. Hunter) sent the quartermaster down to call me and tell me that the *Wachusett* was underway and standing toward us. I immediately jumped on deck, when I saw the *Wachusett* about 20 yards off, standing for our starboard quarter. A moment after she struck us abreast the mizzenmast, broke it into three pieces, crushed in the bulwarks, knocked the quarter boat in on deck, jammed the wheel, carried away the main yard, and started the beams for about 30 feet forward. At the same time she fired about 200 shots from her small-arms and two from her great guns. She then backed off about 100 yards, and demanded our surrender. I replied to the demand that I would let them know in a few moments. The reply from the *Wachusett* was to surrender immediately, or they would blow us out of the water. As more than half our crew were ashore, and as those on board had just returned from liberty, I believed that she could run us down before we could get our guns loaded. But as I did not like to surrender the vessel without knowing what some of the other officers thought of it, I consulted Lieutenant Stone, the second officer in rank, and finding that he agreed with me that we could not contend against her with any hopes of success, I informed the commander of the *Wachusett* that under the circumstances I would surrender the vessel. I then went on board and delivered to Commander Collins the ship's ensign and my sword. He immediately sent a prize crew on board the *Florida* and towed her out of the harbor. During the day he transferred about two-thirds of those captured to the *Wachusett*. He then paroled the officers and put the men in double irons. As there were so few men compared to the *Wachusett's* crew, and those divided between the two ships, I tried to get Captain Collins to allow the irons to be taken off of all or a part of them during the day, but he refused to do so. Beyond keeping the men in double irons for nearly two months there were but two cases of severity toward them that were reported to me. Henry Norman (coxswain) was ironed to a stanchion with his hands behind him for having the key of a pair of the *Florida's* irons in his pocket. He, as well as all the other men on the *Wachusett*, was ironed with the irons belonging to her (the *Wachusett*). John Brogan (fireman) was kept in the sweat box. Dr. Emory reported to me that he was sick and could not stand such treatment. I asked Captain Collins to tell me why he was so treated. His reply was that Brogan was seen talking, and that when his master at arms came up he stopped. He also said that Brogan had the day the *Florida* was captured cursed one of his engineers, who tried to get him to show him something about our engines. He said, though, that he had ordered his release two days before, and thought he had been taken out. This was about three weeks after our capture. Brogan informed me afterwards that he had

been confined there for several days and eighteen nights. A few days before going into St. Thomas I went to Captain Collins and told him that on a previous occasion he had informed me that he was going to put our men ashore at Pernambuco, and that as we would be in port a few days I would like to know if he still intended to put them ashore, at the same time telling him that I thought the *Florida* would be given up by his Government, and that I thought any honorable man would try to return the ship and crew as nearly in the condition in which he found her as he could. His reply was: "I have not thought of it; I have not thought of it to-day." After further conversation, I left him, believing that he would not try to break up the crew. But before leaving St. Thomas our men were informed that all of them who wished to go ashore could do so, and that Master George D. Bryan and one other officer would meet them to look out for them. They asked what was to become of their money, which had been taken for [from] them, and were told that Mr. Bryan would take it ashore for them. A number of them thought this was a trick to get rid of them, and would not go, but eighteen were foolish enough to believe it, and had their irons taken off on the berth deck and were put in a boat from the bow port and allowed to go ashore. The first Mr. Bryan heard of his part of the affair was when we left the *Wachusett* and had an opportunity of talking to the other men. After the men had time to get ashore, the commander of the *Wachusett* called away his boats and sent an armed force after the boat in which our men had left. So anxious was he to get them ashore that he sent them when the quarantine flag was flying at his fore in consequence of having the smallpox on board. The U. S. S. *Kearsarge* left St. Thomas while we were there, and Dr. Charlton and the eighteen men on the *Florida* were tranferred to her. When we arrived at Fortress Monroe we were sent up to Point Lookout prison, and there the officers were separated from the men and sent to the Old Capitol prison in Washington. But in three or four days we were sent back to the *Wachusett* at Fortress Monroe to go to Fort Warren, Boston. On our return to Fortress Monroe I heard that the *Florida's* money chest had been opened, and I went to Captain Collins and reminded him that soon after we were captured I informed him that there were $320 in it which belonged to the wardroom mess, which I had given to the paymaster the evening before we were captured to keep till the caterer (Lieutenant Stone) should return from shore. He told me that he had mentioned it to Rear-Admiral Porter, but that the admiral refused to give it to us. We saw the *Florida* before we left. She had lost her jibboom by a steam tug running into her. A lieutenant-commander told me that if the U. S. Government determined to give her up the officers of the Navy would destroy her. Several other of our officers were told the same. While in Fort Warren we heard these threats were carried out.

From Hampton Roads we were carried in the *Wachusett* to Boston, but before we were sent to Fort Warren Lieutenant-Commander Beardslee went to the men and informed them that he was sent by Captain Collins to tell them that if they would take the oath of allegiance to the U. S. Government they would be released. He, meeting with no success, was succeeded by the master at arms of the vessel and a sergeant from the fort, who told them that all the men but five of those who had come from St. Thomas on the *Kearsarge* had taken the oath. I do not know by whose orders this was told them, but we found on arriving at the fort that it had no more truth in it than the report they gave the men at St. Thomas that Mr. Bryan was

to meet them on shore. I am happy to say that but one of the crew deserted his flag, and he did it the day we were captured. When we arrived at Fort Warren the men were all put in one room, and the 11 officers were put into one with 32 other prisoners. These rooms were casemates, and were 50 feet long and about 18 feet wide. At sunset we were locked up in these casemates and released after sunrise, and allowed to promenade the extent of five such rooms. At 8 a. m. we were marched around to the cook house, and were all given one loaf of bread each, weighing 14 ounces. After 12 we were marched around again and were given our dinner, which consisted of about 8 ounces of cooked meat with half a pint of thin soup three days, and two potatoes, some beans or hominy the other days. This was all we received each day. Many of the prisoners by economizing found this enough to appease their hunger, but a great many others were hungry all the time. If we had been allowed to buy sugar and coffee and bread and cheese, a great many would have been able to do so, and divide with some of their friends who had no means; but we were allowed to buy nothing to eat without a certificate from the post surgeon that we were sick. There is an arrangement between our Government and that of the United States that prisoners of war may be allowed to receive boxes of provisions and clothing from their friends at home; but the U. S. Government now interprets this to mean that all boxes must come by a flag of truce. As half of the Confederate prisoners have their homes within what is now the United States military lines, this agreement works almost entirely for the Federals and against us.

Half of the *Florida's* officers were in this situation, and they were compelled to decline the offers of their friends. On the 24th December all the *Florida's* officers, except Dr. Charlton and 14 other prisoners, were locked up in a casemate and kept in close confinement both day and night. We were not allowed to go out under any circumstances, except that for the first four days we were marched under a heavy guard to the cook house twice a day. After that our dinner was brought to us, and two of us were marched around to get the bread for all of those confined. This was for discussing a plan to capture the fort, which one of the prison spies, who pretends to be a lieutenant-colonel in our Army and a lieutenant in the English army, revealed to the authorities. We were kept in close confinement until the 19th of January, when Lieutenant Woodman, of the U. S. Army, sent for me and told me that he had an order from the Secretary of the Navy to release the officers and crew of the *Florida* from Fort Warren, and that as such was the case he would release all of us from close confinement. He showed me the order from the Secretary of the Navy, which was that we would be released on condition that we signed a parole to leave the United States within ten days. I asked him if we would be given the money and our swords and other articles captured on the *Florida*, which had not been sunk with her. He said that he knew nothing about them, but that if I wished to write to Mr. Welles he would send the communication. I then gave him a copy of the following note, which he assured me was sent the same day:

FORT WARREN, *January 19, 1863.*

SIR: I have just been informed by the commanding officer of this fort that the officers and crew of the C. S. S. *Florida* will be released on condition of leaving the United States within ten days. We will accept a parole to leave at any time when we are put on board any steamer going to Europe, but we would prefer to go to Richmond. We would call your attention to the fact that there were somewhere about $13,000 in gold on the *Florida* when she was captured, which was taken out of her by order of Rear-Admiral *Porter*; and to leave the United States it will be

necessary to have that to take us out, unless the U. S. Government send us away as they brought us in. If you will give us our money we would prefer remaining here till a steamer leaves here for Europe, or we would ask for a guard till we are put on one in New York, as so many of us being together might be the cause of an unnecessary disturbance, of which we would be the sufferers.

Very respectfully, your obedient servant,

THOMAS K. PORTER,
First Lieutenant, C. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Mr. Welles made no reply to this. After waiting a week and finding that the U. S. Government neither intended to pay our passage away nor to give us the money belonging to our Government, and not even our private money, I sent Lieutenant Stone to Boston with directions to procure a passage in the British and North American steamer *Canada*, or, if he failed in that, to get us out of the United States in any manner possible. He succeeded in getting passage for all of us on the *Canada* by my giving a draft to be paid at Liverpool. And on the 1st of February we signed the following parole:

We the undersigned, officers and crew of the steamer *Florida*, in consideration of being released from confinement in Fort Warren, do jointly and severally pledge our sacred word of honor that we will leave the United States within ten days from date of release, and that while in the United States we will commit no hostile act.

And I left the fort for the steamer *Canada*. It may be of importance to state that we were officially informed by Major Gibson, commanding the post part of the time we were there, that we could hold no communication with the Brazilian authorities.

Very respectfully, your obedient servant,

THOMAS K. PORTER,
First Lieutenant, C. S. Navy.

Lieutenant-Commander C. M. MORRIS, C. S. Navy.

Report of Gervasio Macebo, commanding naval division at Bahia, Brazil, of the seizure of the C. S. S. Florida by the U. S. S. Wachusett, and subsequent chase of the Wachusett by vessels of the Brazilian navy.

STEAMER PARAENSE,
Bahia, October 7, 1864.

ILLUS. E EX. SENHOR: It is my duty to state to your excellency that to-day at daybreak the United States of America steamer *Wachusett*, without having previously given any symptom of moving, suddenly left the anchorage where she was and approached the C. S. S. *Florida*. When she passed by the poop of the corvette *D[oña] Januaria*, where I was, I intimated that she should anchor, and not doing so, sent an officer on board to give notice that all the ships of the division, as well as the forts, would fire if she attacked the *Florida*. To this intimation the commander replied that he should comply and do nothing further, and that he would return to his anchorage, as your excellency will see by the paper annexed, signed by the officer who gave this notice.

Notwithstanding, the corvette, to ratify the intimation, fired a gun loaded with ball. Following, notwithstanding, her way outside, as it appeared to me to return to her anchorage, I observed as she passed by the bow that she was tugging the *Florida*. Immediately this steamer fired in the direction of the steamer *Wachusett* cannon loaded with ball; but escaping this attack, sailing in the direction of the bow, thus rendering useless the fire from the corvette, and I therefore ordered to cease firing. Having previously ordered that the *Paraense* should be

made ready to move, I, immediately that this was possible, sailed and went after her, seeing that the breeze was light, and made signal to the yacht *Rio de Contes* to follow us to the water, which she did with all possible speed, sailing in our wake.

We chased the *Wachusett* outside the harbor as she tugged the *Florida*, both of which were little more than 3 miles off. I trust your excellency will believe that when I left this port it was with the decided determination of sacrificing every consideration, present and future, to fight her, notwithstanding the small amount of force on which I could reckon, in order to vindicate the insult offered to the sovereignty of the country [in] thus taking by main force the steamer *Florida;* and this thought I expressed to the officers on leaving the harbor, as they were united in the cabin, showing them the requirement in which we found ourselves to sacrifice every consideration, without a thought to consequences, seeing that the proceeding of the commander of the *Wachusett* was of a nature to arouse the indignation of every Brazilian. A general and enthusiastic manifestation of complete adhesion to my opinion was the reply given by all the officers, and I am convinced that the other ships that accompanied me felt the same noble sentiments.

At 7 o'clock in the morning the *Paraense*, tugging the yacht, gained considerably on the two American steamers, and I began to nourish the hope that we should satisfy our desires, when the wind calming, which the *Wachusett* soon perceived, always tugging the *Florida*, began steaming, increasing gradually the distance between our ships and their steamers, flying before our bow and being of considerably superior swiftness. Nevertheless, we chased them until 11 o'clock and 45 minutes, when, disappearing, I determined on returning to the port, returning to the *Paraense*, leaving outside the corvette and the yacht with orders also to return to this harbor, where I dropped anchor at a quarter past 3.

Before finishing this communication I ought to give notice that a few moments before leaving this harbor I received offers from the inspector of the arsenal and captain of the port of assistance or anything in their power, which I accepted, begging them to send me as many armed sailors as was possible; but it being necessary to use the greatest possible urgency in order to catch the flying steamers, I believed I ought [not] to wait, and immediately quitted without waiting for the offered help, also failing to wait on your excellency for the same motive, according to the message I received.

God preserve your excellency.

GERVASIO MACEBO,
Commander of the Division.

THE PRESIDENT.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Morris, late commanding C. S. S. Florida, relative to the discharge of the portion of the crew of that vessel that escaped capture.

PARIS, *November 10, 1864.*

SIR: Your report* of the seizure of the *Florida* in the port of Bahia, Brazil, and the accompanying documents have been received and forwarded to the honorable the Secretary of the Navy. In order to make the necessary arrangements for the paying off and discharge of that portion of the crew of the *Florida* now on their way to England, you and

*See p. 631.

Paymaster Taylor will repair to London and there await the arrival of the men. You must cause to be made the most liberal and equitable adjustment of the men's accounts that the memory of the paymaster, aided by the statement of each man, so far as it can be relied on, will permit. You are authorized to make a fair and just allowance of bag money to each man as will reimburse his losses.

Make the necessary requisitions for money on Commander J. D. Bulloch, financial agent of the Navy Department.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant Commanding C. M. MORRIS, C. S. Navy,
Paris.

Letter from Lieutenant Morris, C. S. Navy, late commanding C. S. S. Florida, to Flag-Officer Barron, C. S. Navy, requesting instructions regarding payment of crew of that vessel.

PARIS, *November 10, 1864.*

SIR: I have the honor to report that I expect the arrival at London very shortly of seventy-one men and three officers, a portion of the crew of the *Florida*. As all of the paymaster's books and papers were lost in the vessel, I would respectfully request instructions as to the basis upon which I shall instruct the paymaster to pay them off.

I am, very respectfully, etc.,

C. MANIGAULT MORRIS,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer SAML. BARRON, C. S. Navy.

Instructions from Flag-Officer Barron, C. S. Navy to Lieutenant Morris, C. S. Navy, regarding the disposition of the crew of the C. S. S. Florida.

PARIS, *December 2, 1864.*

SIR: Your letter reporting the arrival in London of that portion of the crew of the *Florida* which was on shore in Bahia at the time of her capture is received.

Your suggestion as to the £10 allowance of bag money is approved and you can make the payments. Midshipman Dyke and Master's Mate King will receive orders to report for duty to Lieutenant Commanding Fauntleroy on board the *Rappahannock*. Paymaster Senac will receive instructions to take you on his books for pay as lieutenant commanding, after you have finished paying off and discharging your crew. You may order any other officers to report to me, and they will be taken on the books of Paymaster Senac for other duty pay.

Any of the good men who may wish to remain attached to the service you can give permission to report for duty on board the *Rappahannock*. Do not discharge them if they prefer to remain attached to the *Florida*. You may require their services in her again, and I prefer that they should be recognized in France as part of the crew of that ship. You can give leave of absence for fifteen days to such men as wish to report on board the *Rappahannock* instead of being discharged from the service.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant Commanding C. M. MORRIS, C. S. Navy,
London, England.

Abstract log of the C. S. S. Florida, Lieutenant C. M. Morris, C. S. Navy, April 1 to August 13, 1864.

April 1.—Latitude 9° 58′ N., longitude 33° 8′ W.

April 2.—Latitude 7° 37′ N., longitude 32° 10′ W.

April 3.—Latitude 5° 14′ N., longitude 31° 5′ W.

April 4.—At 10:15 lowered screw and steamed in chase of a bark bound to the northward. Overhauled bark *Frances Milly*, of and to London, from the island of Mauritius. Transferred captain, his wife and two children, officers and one man, of the ship *Avon* to the bark. At 4:45 filled away, wore ship, and made all plain sail on our course. Latitude 4° 7′ N., longitude 30° 31′ W.

April 5.—Latitude 2° 32′ N., longitude 29° 6′ W.

April 6.—Latitude 2° 29′ N., longitude 29° 36′ W.

April 7.—At daylight made out a large sail on port bow. At 6:30 a. m., weather clearing up, made her out to be a large four-masted ship; steamed in chase. At 8 spoke the ship *Sarah Sands*, of Liverpool, and requested her to take our three remaining prisoners, but were refused. At 8 steamed on our course again and made a sail right ahead. At 3:30 p. m. spoke and boarded bark *Excelsior*, of and for London, from Algoa Bay. Sent three prisoners and a Portuguese deserter from Madeira on her as passengers. At 7 boarded Spanish ship *Margarita*, from Manila, bound to Cadiz. Latitude 2° 18′ N., longitude 28° 8′ W.

April 8.—At 2:30 spoke ship *Englishman*, of Liverpool; showed her Yankee colors. Latitude 2° 14′ N., longitude 27° 22′ W.

April 9.—Latitude 2° 30′ N., longitude 26° 56′ W.

April 10.—Latitude 3° 20′ N., longitude 27° 55′ W.

April 11.—Latitude 3° 45′ N., longitude 29° 43′ W.

April 12.—Latitude 4° 50′ N., longitude 32° 5′ W. At 11:45 p. m. called all hands to quarters. At 11:50 all hands reported on deck. 11:51, third division reported ready; first division at 12 midnight. At 12:14 a. m. all divisions ready. Powder division reported ready in six minutes. Ordered to secure guns at 12:25. Third division secured in five minutes, second division in seven minutes, first division, ten minutes.

April 13.—Latitude 6° 24′ N., longitude 34° 16′ W.

April 14.—Latitude 7° 6′ N., longitude 37° 14′ W. At 2 p. m. spoke and boarded English schooner *Belle*, of Granville, Nova Scotia, from New York, bound to Pernambuco.

April 15.—Latitude 7° 48′ N., longitude 40° 3′ W.

April 16.—Latitude 8° 27′ N., longitude 43° 5′ W.

April 17.—Latitude 8° 56′ N., longitude 45° 26′ W.

April 18.—Latitude 10° 19′ N., longitude 47° 44′ W.

April 19.—Latitude 10° 44′ N., longitude 50° 50′ W.

April 20.—At 6:25 p. m. made two sail. At 8 p. m. passed close across the bows of stranger, which we at first made abeam. Full-rigged brig, standing to the northward and westward. At 8:30 steam reported ready. At 8:40 backed main topsail and lowered screw. Remained hove to to let second chase come up. At 9:15 discovered that second chase was running well off and would cross us astern. Brailed up main trysail and gave chase with steam and sail, captain conning the ship. At 10 spoke the chase and ordered her to heave to. Sent third cutter aboard in charge of Lieutenant Barron. Stranger turned out as follows: Hermaphrodite brig *Mary*, Barbados, forty-three days out from Rio Grande, bound to New York; English register. At 10:50 hoisted boat and filled *away*. *Latitude* 12° 24′ N., longitude 53° 5′ W.

April 21.—At 9 a. m. made a sail on starboard bow; steamed in chase. At 10:30 hoisted Yankee colors. At 11 passed Danish bark *Thetis*, bound to the northward and westward. Latitude 14° 10′ N., longitude 53° 47′ W.

April 22.—Latitude 15° 42′ N., longitude 53° 48′ W. At 4:15 p. m. made a bark on lee bow, standing to the northward. Hauled up to cut her off. At 6:15 hoisted English colors, which were replied to by stranger with the Portuguese.

April 23.—Latitude 15° 45′ N., longitude 55° 57′ W.

April 24.—Latitude 15° 19′ N., longitude 58° 28′ W.

April 25.—Latitude 14° 46′ N., longitude 60° 35′ W.

April 26.—At 8 a. m. came to anchor, St. Pierre, Martinique.

April 30.—At 5:30 p. m. got underway and stood to sea.

May 1.—At sea. Latitude 15° 36′ N., longitude 60° W.

May 2.—At sea. Latitude 16° 12′ N., longitude 59° 33′ W.

May 3.—At sea. Latitude 18° 9′ N., longitude 59° 45′ W.

May 4.—At sea. Latitude 20° 21′ N., longitude 59° 56′ W.

May 5.—At sea. Latitude 22° 32′ N., longitude 59° 55′ W.

May 6.—At sea. Latitude 24° 20′ N., longitude 61° 5′ W.

May 7.—At sea. Latitude 26° 6′ N., longitude 61° 38′ W.

May 8.—At sea. Latitude 28° 02′ N., longitude 62° 21′ W.

May 9.—At sea. Latitude 30° 36′ N., longitude 62° 42′ W.

May 10.—At sea. Latitude 31° 3′ N., longitude 62° 24′ W.

May 11.—At sea. Latitude 30° 44′ N., longitude 63° 16′ W.

May 12.—Latitude 32° 18′ N., longitude 64° 21′ W. At 12:15 p. m. received a pilot and stood in for Five Fathom Hole; at 1 p. m. came to anchor. Lieutenant Averett left the ship with dispatches for the Confederacy. At 7 p. m. got underway and stood east.

May 13.—At sea. Latitude 30° 58′ N., longitude 64° 14′ W.

May 14.—At sea. Latitude 31° 6′ N., longitude 63° 32 W.

May 15.—At sea. Latitude 32° 7′ N., longitude 62° 34′ W.

May 16.—At sea. Latitude 33° 37′ N., longitude 60° 36′ W.

May 17.—At sea. Latitude 34° 29′ N., longitude 58° 1′ W.

May 18.—At sea. Latitude 34° 55′ N., longitude 55° 21′ W. Captured schooner *George Latimer*, of and from Baltimore, to Pernambuco. Cargo: Bread, flour, lard, etc. Wrecked and then fired her.

May 19.—At sea. Latitude 34° 52′ N., longitude 52° 53′ W.

May 20.—At sea. Latitude 34° 34′ N., longitude 52° 14′ W.

May 21.—At sea. Latitude 35° 16′ N., longitude 50° 50′ W.

May 22.—At sea. Latitude 35° 4′ N., longitude 50° 7′ W.

May 23.—At sea. Latitude 35° 39′ N., longitude 48° 38′ W.

May 24.—At sea. Latitude 35° 7′ N., longitude 46° 22′ W.

May 25.—At sea. Latitude 33° 19′ N., longitude 45° 41′ W.

May 26.—At sea. Latitude 31° 41′ N., longitude 45° 8′ W.

May 27.—At sea. Latitude 31° 35′ N., longtiude 42° 6′ W.

May 28.—At sea. Latitude 29° 36′ N., longitude 41° 26′ W.

May 29.—At sea. Latitude 28° 38′ N., longitude 42° 4′ W.

May 30.—At sea. Latitude 27° 16′ N., longitude 42° 49′ W.

May 31.—At sea. Latitude 26° 31′ N., longitude 41° 18′ W.

June 1.—At sea. Latitude 25° 35′ N., longitude 39° 20′ W.

June 2.—At sea. Latitude 24° 39′ N., longitude 39° 48′ W.

June 3.—At sea. Latitude 23° 48′ N., longitude 41° 37′ W.

June 4.—At sea. Latitude 21° 41′ N., longitude 40° 8′ W.

June 5.—At sea. Latitude 21° 31′ N., longitude 42° 30′ W.

June 6.—At sea. Latitude 21° 27′ N., longitude 45° W.

June 7.—At sea. Latitude 21° 23′ N., longitude 47° 28′ W.
June 8.—At sea. Latitude 21° 26′ N., longitude 50° 18′ W.
June 9.—At sea. Latitude 21° 24′ N., longitude 52° 53′ W.
June 10.—At sea. Latitude 21° 57′ N., longitude 55° 20′ W.
June 11.—At sea. Latitude 22° 37′ N., longitude 57° 43′ W.
June 12.—At sea. Latitude 23° 42′ N., longitude 59° 55′ W.
June 13.—At sea. Latitude 25° 25′ N., longitude 61° 21′ W.
June 14.—At sea. Latitude 26° 9′ N., longitude 61° 35′ W.
June 15.—At sea. Latitude 27° 5′ N., longitude 61° 54′ W.
June 16.—At sea. Latitude 28° 35′ N., longitude 61° 53′ W.
June 17.—At sea. Latitude 30° 8′ N., longitude 62° 48′ W. Captured hermaphrodite brig *W. C. Clarke*, of and from Boston, bound to Matanzas with lumber. Crew: Captain, mate, and five men. Fired her at 11:15 a. m.
June 18.—At sea. Latitude 31° 58′ N., longitude 63° 50′ W.
June 19–June 26.—At anchor, St. George Bay, Bermuda.
June 27.—At anchor, St. George Bay, Bermuda. At 5:40 p. m. got underway and stood east.
June 28.—Off Bermuda.
June 29.—At sea, off coast of Bermuda. James Butler (first-class fireman) joined the ship, having escaped from the enemy after being captured on the C. S. S. *Atlanta*.
June 30.—At sea. Latitude 31° 56′ N., longitude 63° 44′ W.
July 1.—At sea. Latitude 31° 33′ N., longitude 64° 8′ W. Captured American bark *Harriet Stevens*, of New York, bound from Portland to Cienfuegos. Crew of captain, two mates, and six men. At 8 p. m. transferred prisoners to Danish bark *Maria Frederica*, from Haiti, bound to Cork.
July 2.—At sea. At 8 a. m. stopped, took a pilot for St. George. Coaled from tug off Bermuda and at 9:15 p. m. steamed ahead on course.
July 3.—At sea. Latitude 33° 28′ N., longitude 65° 4′ W.
July 4.—At sea. Latitude 34° 30′ N., longitude 66° 56′ W.
July 5.—At sea. Latitude 34° 55′ N., longitude 67° 37′ W.
July 6.—At sea. Latitude 35° 5′ N., longitude 69° 15′ W.
July 7.—At sea. Latitude 35° 50′ N., longitude 70° 56′ W.
July 8.—At sea. Latitude 37° 28′ N., longitude 72° W. Captured and fired American whaling bark *Golconda*, of New Bedford, and bound to that port from Talcahuana, laden with 1,800 barrels of whale oil. Crew: Captain, two mates, and nineteen men.
July 9.—At sea. Latitude 36° 43′ N., longitude 74° 11′ W. Captured and burned schooner *Margaret Y. Davis*, from Port Royal, bound to New York in ballast; crew of seven. Captured bark *Greenland*, of Brunswick, bound from Philadelphia to Pensacola, laden with coal. Crew, fourteen all told. Wrecked and burned prize.
July 10.—At sea. Latitude 37° 33′ N., longitude 74° 20′ W. Captured and burned bark *General Berry*, of Baltimore [Kennebunk, Me.], bound from New York to Fortress Monroe, laden with 1,100 bales Government hay. Captured bark *Zelinda*, of Brunswick, bound from Matanzas to Philadelphia in ballast; also captured schooner *Howard*, of New York. Bonded schooner *Howard* for $6,000; put all the prisoners, sixty-eight in number, on board. Burned bark *Zelinda*. At 1:30 p. m. made a brig-rigged screw steamer ahead, standing S. E. Headed so as to cut her off. At 2 p. m. showed English blue ensign. Chase replied with American. At 2:10 piped to quarters and threw a shot near the chase,

then about 1,000 yards distant. Chase not heaving to, fired two shots from third division, both of which ricochetted over her. Chase stopped and hauled down her colors. Sent Lieutenant Stone aboard to take charge; found her to be the U. S. mail steamer *Electric Spark*, of Philadelphia, bound from New York to New Orleans with a valuable cargo, forty-two passengers, and crew of thirty-nine. Started in chase of schooner *Lane*, accompanied by prize steamer. At 5:40 p. m. hove to the schooner with a shot, sent an officer on board of her to make arrangements with her captain to take all of our prisoners; bought his deck load of fruit for $720 on condition that he would take all the prisoners. Transferred prisoners to schooner; brought the steamer's mail on board; paroled Lieutenant-Colonel James Hopkins, Lieutenant Waterman, U. S. Army, and Master W. P. Gibbs, U. S. Navy. Laid by the prize till 11:15; scuttled her and then went ahead on course under full steam. At 8 first cutter returning from prize swamped; boats were sent to her assistance and all were saved except Midshipman W. B. Sinclair.

July 11.—At sea. Latitude 38° 17′ N., longitude 71° 35′ W.
July 12.—At sea. Latitude 37° 50′ N., longitude 66° 35′ W.
July 13.—At sea. Latitude 37° 36′ N., longitude 61° 49′ W.
July 14.—At sea. Latitude 36° 7′ N., longitude 59° 7′ W.
July 15.—At sea. Latitude 34° 31′ N., longitude 57° 28′ W.
July 16.—At sea. Latitude 34° 52′ N., longitude 54° 46′ W.
July 17.—At sea. Latitude 35° 22′ N., longitude 52° 37′ W.
July 18.—At sea. Latitude 36° 6′ N., longitude 49° 30′ W.
July 19.—At sea. Latitude 36° 36′ N., longitude 45° 15′ W.
July 20.—At sea. Latitude 36° 46′ N., longitude 43° 41′ W.
July 21.—At sea. Latitude 37° 11′ N., longitude 41° 12′ W.
July 22.—At sea. Latitude 37° 40′ N., longitude 38° 36′ W.
July 23.—At sea. Latitude 37° 24′ N., longitude 36° 34′ W.
July 24.—At sea. Latitude 36° 36′ N., longitude 33° 24′ W.
July 25.—At sea. Latitude 36° 3′ N., longitude 31° 54′ W.
July 26.—At sea. Latitude 36° 2′ N., longitude 30° 21′ W.
July 27.—At sea. Latitude 35° 41′ N., longitude 29° 34′ W.
July 28.—At sea. Latitude 35° 25′ N., longitude 28° 34′ W.
July 29.—At sea. Latitude 34° 50′ N., longitude 27° 14′ W.
July 30.—At sea. Latitude 33° 40′ N., longitude 24° 37′ W.
July 31.—At sea. Latitude 32° 4′ N., longitude 22° 10′ W.
August 1.—At sea. Latitude 30° 58′ N., longitude 19° 16′ W.
August 2.—At sea. Latitude 29° 30′ N., longitude 17° 11′ W.
August 3.—At sea. Standing for Santa Cruz.
August 4.—Coaling off Santa Cruz. At 2 p. m. got underway and went to sea.
August 5.—At sea. Latitude 26° 30′ N., longitude 17° 48′ W.
August 6.—At sea. Latitude 24° 47′ N., longitude 19° 28′ W.
August 7.—At sea. Latitude 22° 43′ N., longitude 21° 48′ W.
August 8.—At sea. Latitude 21° 22′ N., longitude 23° 13′ W.
August 9.—At sea. Latitude 20° 14′ N., longitude 24° 42′ W.
August 10.—At sea. Latitude 18° 58′ N., longitude 25° 30′ W.
August 11.—At sea. Latitude 17° 43′ N., longitude 25° 42′ W.
August 12.—At sea. Latitude 16° 2′ N., longitude 25° 50′ W.
August 13.—At sea. Latitude 14° 10′ N., longitude 25° 46′ W.

[Log book from August 14 to October 6, 1864, not found. American bark *Mondamin* captured and destroyed by C. S. S. *Florida*, September 26, 1864.—COMPILERS.

Cruise of the C. S. S. Alabama.

r from the C. S. commissioner to France to Captain Semmes, C. S. Navy, commanding C. S. S. abama, regarding permission to enter the port of Cherbourg for repairs to that vessel.

19 RUE DE MARIGNAN,
Paris, June 12, 1864.

[Y DEAR SIR: I wrote you a few lines last evening in reply to r dispatch* announcing arrival of the *Alabama*.
have received to-day from Mr. Bonfils a dispatch requesting me to ly to the Government for authority to enter the port of Cherbourg repairs. I have consulted a friend at the ministry of foreign affairs his subject, and he agrees with me that it is not necessary, for the sent at least, that I should make the application, and that to do so ld imply a doubt of the same facilities being afforded to the *Ala-a* as were extended to the *Georgia* and *Florida*. I did so apply in case of the *Florida*, and on the first arrival of the *Georgia*, but did when the *Georgia* returned to Bordeaux, where she was very cor-ly received without any intervention of mine. I do not expect any culty in your case, but should any arise I will then act. I at this nent have an unpleasant correspondence about the *Rappahannock*, ained at Calais, but I hope to see the matter satisfactorily arranged few days. This is an additional reason why I do not wish to take superfluous action in your case.
have informed Flag-Officer S. Barron of your arrival at Cherbourg. is the senior officer of our Navy in Europe, to whom I suppose that ill be proper for you to report. His address is No. 30 Rue Drouot, is.
e pleased to inform Mr. Bonfils of the substance of this letter.
Very truly, yours,

JOHN SLIDELL.

aptain R. SEMMES, C. S. Navy,
Cherbourg.

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r from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to the C. S. commis-ner to France, regarding permission for repairs to that vessel in the port of Cherbourg.

C. S. S. ALABAMA,
Cherbourg, June 13, 1864.

DEAR SIR: I have had the honor to receive your two notes of the 11th 12th instant. I think you are quite right in taking no steps in ard to the repairs of the *Alabama*, unless objection be first made by Government, which I do not anticipate. Mr. Bonfils telegraphed on his own responsibility, without my knowing anything of the ter.
hough our right to the use of docks and other facilities for neces-y repairs (that is, for putting a ship in *statu quo*, without strength-ng or otherwise putting her in a better condition for the purposes of than she was originally) is unquestionable under the rules of neu-ity, yet I think there is some disposition on the part of the author-s to object to the marked preference which our ships have shown of [for] the ports of France. Indeed, the admiral expressed as much e this morning in an interview I had with him. He said some

* Not found.

stress, too, upon the fact that Cherbourg was exclusively a naval station, all the docks of which belonged to the Government, intimating that it would have been better if I had gone to Havre or Bordeaux. I combated these objections by telling him that, so far at least as the *Alabama* was concerned, no unpleasant preference had been shown for French ports, as this was the first one at which I had asked for repairs, having almost constantly frequented English ports; and that the uniform practice of nations was to admit ships of war into public docks where there were no private docks available. I was received very courteously, however, and our conversation was of a very friendly nature. He ended by informing me that the matter had been referred to the minister of marine, who just now was out of Paris, and hence the delay. I do not apprehend any difficulty. I think the case too plain.

I was gratified to learn that Flag-Officer Barron was in Paris, and I have officially reported to him my arrival. I hope that Mrs. Slidell and the young ladies are well, and that your sojourn in Paris is at least personally agreeable to you. But you have no doubt long since learned, like myself, that there is a great deal of wisdom in the lesson taught us in the Good Book, "Put not your trust in princes."

I am, very truly and respectfully, yours,

R. SEMMES.

[Hon. JOHN SLIDELL.]

Letter from Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, to Ad. Bonfils, esq., conveying challenge to U. S. S. Kearsarge.

C. S. S. ALABAMA,
Cherbourg, June 14, 1864.

SIR: I hear that you were informed by the U. S. consul that the *Kearsarge* was to come to this port solely for the prisoners landed by me, and that he was to depart in twenty-four hours. I desire to say to the U. S. consul that my intention is to fight the *Kearsarge* as soon as I can make the necessary arrangements. I hope these will not detain me more than until to-morrow evening, or after the morrow morning at furthest. I beg she will not depart before I am ready to go out.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Captain.

Ad. BONFILS, Esq.,
Cherbourg.

Report of Flag-Officer Barron, C. S. Navy, transmitting official report of Captain Semmes, C. S. Navy, commanding C. S. S. Alabama, of the engagement of that vessel with U. S. S. Kearsarge, off Cherbourg, June 19, 1864.

PARIS, *June 27, 1864.*

SIR: I have the honor to forward herewith a copy of Captain Semmes's official report of the fight between the *Alabama* and the U. S. S. *Kearsarge.* I also enclose copies of letters received by me from Captain S[emmes] since his arrival in Cherbourg, which may not be uninteresting in this connection. It is true that we have lost our ship; the ubiquitous, gallant *Alabama* is no more, but we have lost no honor, and have gained many friends and admirers. The ship's going down *in full* sight of the thousands of spectators in Cherbourg, who had assembled for the purpose of witnessing this naval engagement, has lifted up the proverbial spirit of enthusiastic devotion in the French

nation to chivalrous conduct to a high pitch of excitement, and Semmes is far more a hero now than before his gallant resolve to meet his heavier opponent.

He saw and calmly and intelligently considered and weighed all the elements of superiority in the enemy, within his knowledge and belief, before going out, and it is proper for me to say that I entirely acquiesced in his determination to meet the *Kearsarge*, believing as I then did that the general greater force of the enemy in number of men and weight of metal was not sufficient to discourage the confident expectation of victory entertained by the officers and crew of the *Alabama*. Until after the battle neither he nor I knew anything of the complete protection given to her vital sections by the chain armor which she wore. I had heard of an iron sheathing of 1½ inches thickness about her machinery. The wounded who were landed in Cherbourg are in the naval hospital, well cared for and kindly treated. The rest of the men were paroled, and have since been paid off and discharged. Captain Semmes is now in Southampton with the remainder of the crew, who are to be paid off and discharged as soon as the paymaster shall have reached that place. Dr. Llewellyn was drowned, and Carpenter William Robinson died of his wounds on board the *Kearsarge*. The rest of the officers are safe.

Lieutenant J. D. Wilson, First Assistant Engineer M. J. Freeman, Third Assistant Engineer J. Pundt, and Boatswain Benjamin P. McCaskey are on the *Kearsarge*, not paroled, and are to be taken to the United States in the *K[earsarge]*, as I hear.

I send a complete list of the officers, and also the names of the crew who were killed or drowned.

Whenever Semmes and his officers are sufficiently recruited to return to the Confederacy I shall direct them to report to you.

I have just received the letters from the crew of the *Rappahannock* and Lieutenant Commanding Fauntleroy, copies of which I send, as they so handsomely express the sympathy and zeal felt for our holy cause by all those who engaged in it.

I shall write again next week, via Bermuda. All the officers who belonged to the *Georgia* will return by that route.

I am, sir, very respectfully, your obedient servant,

S. BARRON,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosures.]

SOUTHAMPTON, *June 21, 1864.*

SIR: I have the honor to inform you, in accordance with my intention as previously announced to you, I steamed out of the harbor of Cherbourg between 9 and 10 o'clock on the morning of June 19 for the purpose of engaging the enemy's steamer *Kearsarge*, which had been lying off and on the port for several days previously. After clearing the harbor we descried the enemy, with his head offshore, at a distance of about 9 miles. We were three-quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head inshore presented his starboard battery to me. By this time we were distant about 1 mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides. The enemy now

pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common center and preserving a distance from each other of from a quarter to half a mile. When we got within good shell range, we opened upon him with shell. Some ten or fifteen minutes after the commencement of the action our spanker gaff was shot away and our ensign came down by the run. This was immediately replaced by another at the mizzenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling a number of men in different parts of the ship. Perceiving that our shell, though apparently exploding against the enemy's sides, were doing but little damage, I returned to solid shot firing, and from this time onward alternated with shot and shell. After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity. For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam and set such of the fore-and-aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition. Although we were now but 400 yards from each other, the enemy fired upon me five times after my colors had been struck, dangerously wounding several of my men. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally. We now turned all our exertions toward the wounded and such of the boys as were unable to swim. These were dispatched in my quarter boats, the only boats remaining to me, the waist boats having been torn to pieces.

Some twenty minutes after my furnace fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after the ship went down. Fortunately, however, the steam yacht *Deerhound*, owned by a gentleman of Lancashire, England (Mr. John Lancaster), who was himself on board, steamed up in the midst of my drowning men and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told. About this time the *Kearsarge* sent one and then, tardily, another boat.

Accompanying you will find lists of the killed and wounded, and of those who were picked up by the *Deerhound*. The remainder there is reason to hope were picked up by the enemy and by a couple of French pilot boats, which were also fortunately near the scene of action. At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded that her midship section on both sides was thoroughly iron-coated, this having been done with chains constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from

penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell. It is believed he was badly crippled.

My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honor. Where all behaved so well it would be invidious to particularize; but I can not deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserves great credit for the fine condition in which the ship went into action, with regard to her battery, magazine, and shell rooms; also that he rendered me great assistance by his coolness and judgment as the fight proceeded.

The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also ironclad. Our total loss in killed and wounded is 30, to wit, 9 killed and 21 wounded.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Captain.

Flag-Officer SAMUEL BARRON, C. S. S. Navy,
Paris.

—

C. S. S. ALABAMA,
Cherbourg, June 13, 1864.

SIR: I have just been informed by the Hon. Mr. Slidell of your presence in Paris. I have the honor to report to you the arrival of this ship at this place in want of repairs. She will require to be recoppered, refastened in some places, and to have her boilers pretty extensively repaired, all of which will probably detain her a couple of months. I shall have sufficient funds at my command to pay off officers and crew, but will require money for repairs. As soon as I receive permission from the admiral here to go into dock I propose to give my men leave for an extended run on shore, many of them being in indifferent health, in consequence of their long detention on shipboard and on salt diet. The officers also will expect a similar indulgence.

As for myself, my health has suffered so much from a constant and harassing service of three years, almost continuously at sea, that I shall have to ask for relief.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Captain.

Flag-Officer SAMUEL BARRON, C. S. Navy,
Paris.

—

C. S. S. ALABAMA,
Cherbourg, June 14, 1864.

DEAR BARRON: The *Kearsarge* is off the port, which I understand, of course, as a challenge. As we are about equally matched, I shall go out to engage her as soon as I can make the necessary preparations, which will probably be to-morrow. As the issue of combats is always uncertain, I have deposited 4½ sacks of sovereigns, containing about 4,700, and the paymaster's last pay roll with Mr. Ad. Bonfils, of Cherbourg, a gentleman known to Mr. Slidell.

I have also deposited a package of ransom bonds (sealed), all of which please bear in mind in case of accident.

Yours, truly, etc.,

R. SEMMES.

Flag-Officer S. BARRON.

C. S. S. ALABAMA,
Cherbourg, June 14, 1864.

DEAR BARRON: I have received your note of the 12th instant and am much obliged to you for the kind expressions it contains. I was truly glad to learn that you were in Paris, as we have long felt the want of some superior officer to give direction to naval affairs on this side of the water. I was glad to hear, too, that you had a good supply of officers with you, as the *Alabama's* are pretty well fagged out. I should of course have reported to you in the first instance if I had known you were in Europe. I wrote to you officially yesterday. Up to this moment I have received no intelligence from the authorities here as to my being permitted to go into dock. I saw the admiral yesterday. He received me very courteously, and was kind enough to say some agreeable things; but I suppose this is French. He seemed to think, however, that our cruisers were beginning to show rather too much partiality for French ports and French docks, while they avoided the ports of England and other nations. I told him that I had almost uniformly frequented English ports heretofore (in several of which I had effected repairs) and that this was the first French port in which the *Alabama*, at least, had asked for repairs. He then spoke of Cherbourg being exclusively a naval station, all the docks of which belonged to the Government, and that we would seem to be making use of the public docks and arsenals of France to refit our ships to continue their war upon the enemy. In reply to this last remark I stated that it was the uniform practice of nations, in war as well as in peace, to give the use of public docks where there were no private ones available. He finally informed me that the matter had been referred to the Government at Paris, and as all the Latin races are proverbially slow in their movements, I suppose we must have a little patience. I apprehend no difficulty; but should the Emperor make the objection urged by the admiral, of the public dock question, I am ready at any moment to proceed elsewhere, say to Havre.

I hope you find Paris an agreeable change from Fort Warren, where the Yankees incarcerated you so long.

Yours, truly, etc.,

R. SEMMES.

Flag-Officer S. BARRON,
Paris.

—

C. S. S. ALABAMA,
Cherbourg, June 16, 1864.

SIR: I have received your letter of the 14th instant, in reply to mine of the 13th. The position of the *Alabama* here has been somewhat changed since I wrote you. The enemy's steamer, the *Kearsarge*, having appeared off this port, and being but very little heavier, if any, in her armament than myself, I have deemed it my duty to go out and engage her. I have therefore withdrawn for the present my application to go into dock, and am engaged in coaling ship. I hope to be ready to go out to-morrow or the next day.

I am, very respectfully, your obedient servant,

R. SEMMES,
Captain.

Flag-Officer SAML. BARRON, C. S. Navy,
Paris.

SOUTHAMPTON, *June 21, 1864.*

SIR: Paymaster Galt was captured by the enemy. I think it likely he will be released on parole. If so, do me the favor to order him immediately to Cherbourg, to regain possession of his money, pay roll, and ransom bonds, and dispatch him to this place to pay off the officers and crew. Should Paymaster Galt not be released, please detail as promptly as convenient another paymaster to perform this duty. The funds having been deposited to the order of Dr. Galt, some difficulty may be experienced in getting the money out of the banker's hands without the doctor's draft. But I presume that this can be easily arranged by yourself and Mr. Slidell by explaining the matter to the banker, and by giving him a bond, if necessary, to save him harmless from any future claim on the part of Dr. Galt.

I have billeted the men about the town, and expedition in the matter will save expense.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Captain.

Flag-Officer SAMUEL BARRON, C. S. Navy.

Report of Lieutenant Armstrong, C. S. Navy, late C. S. S. Alabama, of his rescue from drowning after the engagement off Cherbourg.

CHERBOURG, *June 21, 1864.*

SIR: I have the honor to report for your information the circumstances attending my rescue from drowning by a French pilot boat after the *Alabama* went down. I was wounded in the side by a part of a shell early in the action, and suffered so much pain in the water that had it not been for the exertions of the *Alabama's* crew I would certainly have gone down. One of the *Kearsarge's* boats was very near me, but laid on its oars and made no exertion whatever that I could see to save me, the officer apparently looking for some particular person. I made great exertions to reach the French boat, and was finally pulled into her so benumbed by cold and suffering so much from my bruised side that I could not stand, and for two hours was as helpless as a child. I had on, while near the *Kearsarge's* boat, my uniform cap, which the Federal officer could certainly have seen.

The officers who were saved with me were Second Assistant Engineer William P. Brooks and Acting Sailmaker Henry Alcott. What time they got on board of the boat I can not say. I found when my faculties returned the following men on board with me:

Charles Godwin, captain after guard; James Welsh, captain top; George Edgerton, ordinary seaman; Thomas Murphy, fireman; William Robinson, seaman, and Morris Britt, boy.

As I got on board of the pilot boat I saw Michael Mars (seaman) plunge from the *Kearsarge's* boat and swim to the boat which I was in. The Federal officer said nothing, attempted nothing, appearing perfectly stupefied by the bold action of this brave man.

I am, sir, very respectfully, your obedient servant,

R. F. ARMSTRONG,
Second Lieutenant, C. S. Navy.

Flag-Officer SAML. BARRON, C. S. Navy,
Paris.

List of officers on board the C. S. S. Alabama, June 19, 1864.

Raphael Semmes, captain.
John McIntosh Kell, first lieutenant.
R. F. Armstrong, second lieutenant.
Joseph D. Wilson, third lieutenant.
Arthur Sinclair, jr., master.
George T. Fulham, master's mate.
James Evans, master's mate.
Max Von Meulnier, master's mate.
Julius Schroeder, master's mate.
Irvine S. Bulloch, midshipman.
Eugene A. Maffitt, midshipman.
E. M. Anderson, midshipman.
Francis L. Galt, surgeon.
D. Herbert Llewellyn, acting surgeon.
Miles J. Freeman, chief engineer.
William P. Brooks, second assistant engineer.
Matthew O'Brien, third assistant engineer.
John Pundt, third assistant engineer.
William Robertson, third assistant engineer.
B. K. Howell, lieutenant marines.
W. Breedlove Smith, captain's clerk.
Benjamin P. McCaskey, boatswain.
Thomas C. Cuddy, gunner.
William Robinson, carpenter.
Henry Alcott, sailmaker.

[Officers, 25; crew, 120.]

Letter from the C. S. commissioner to France to Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, expressing approval of his course in engaging the U. S. S. Kearsarge.

PARIS, *June 21, 1864.*

MY DEAR SIR: Allow me to congratulate you on your safe arrival in England with the larger portion of your gallant officers. At the same time I desire to say that your course in going to meet the *Kearsarge* commands my most unqualified admiration.

It may perhaps seem to you that this declaration is uncalled for; but I am induced to make it because I learn that too many of our Confederates in Paris entertain and express a different opinion, although I have no doubt that had the combat resulted in the capture of the enemy they would have been the loudest in extolling, not only your courage, but your gallantry and judgment. I wish you also to know that our estimable friend and agent at Cherbourg, Mr. Bonfils, animated by the kindest and best motives, wrote to urge me to exert any influence that I might possess to dissuade you from the encounter. This I declined to do in a letter which I hope soon to have the pleasure of showing you here. It is now pretended that permission had been given for the entry of the *Alabama* into the military port for repairs. This I know not to have been the case, but I would be very much obliged to have from you a full statement of all that passed on that subject. The authorities here feel that they have incurred a very grave responsibility by the course pursued toward you, and are naturally anxious to escape from it. This is more especially the case with the minister of foreign affairs, as I learn from the gentleman at the foreign affairs through whom I applied yesterday for an audience. I received also immediately a visit from him, saying that the minister would be most happy to see me to-day at 1:30 p. m. As that hour has almost arrived, I write in haste.

Yours, truly,

JOHN SLIDELL.

Captain R. SEMMES, C. S. Navy.

Unofficial report of Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, of the engagement between C. S. S. Alabama and U. S. S. Kearsarge.

Unofficial.] PARIS, *June 22, 1864.*

MY DEAR SIR: Long ere this reaches Richmond you will doubtless have heard of the fate of our gallant Alabama. I have not as yet heard

anything official or direct from Semmes, but the facts which I shall give you I am assured in the main are correct. The copies of Captain Semmes's several letters to me, which I enclose herewith, will inform you of the march of events as they occurred up to the morning of Sunday, the 19th, when the *Alabama* left the harbor of Cherbourg for the purpose of engaging the *Kearsarge*. The newspaper slips which I enclose give a generally correct account of the battle. The *Alabama* went down in 10 fathoms water, the 11-inch shells having alone done the work of destruction. They passed through the coal bunkers on both sides (making nearly 15 feet of coal), through the engine room, and passing out on the opposite side. The confidence of the officers and crew of victory, barring the accidents of all naval combats, was complete. These accidental shots, such as breaking the sternpost, hitting the rudder, entering the boilers or magazines, an 11-inch shell exploding in the sides at or near the water line, etc., were all considered calmly and intelligently, and properly appreciated. There is an element of defense, however, in the *Kearsarge* of which we were all ignorant; that is, the complete armature of iron chains slung along the ship's sides in the wake of her machinery, and which resisted all our shot and shell, no further harm having been done than the breaking of a link of chain here and there. The officers and men who were on board the *Kearsarge* as prisoners report that her people say that those chains were all that saved them. The gunnery on both sides seems to have been most excellent. I am pleased to say that the courtesy and kindness of the officers and crew of the *K[earsarge]* to ours while on board as prisoners was all that could be desired. Captain Winslow has paroled all our men (sixty-three in number), but I regret to say that Mr. Dayton has ordered the officers (only four in number) not to be paroled, but sent to the United States in the *Kearsarge*. Those four officers are allowed to go on shore in Cherbourg as much as they desire on a parole to report daily and return on board when called to do so. Lieutenant Armstrong, two other officers (sailmaker and gunner, I believe), and six men are in Cherbourg, having escaped from the wreck in a French pilot boat. Forty-two persons, including Semmes, Kell, and eleven other officers, have arrived in England, S[emmes] slightly wounded in the right hand. Total number of persons on board, 143; 110 known to be safe, 30 missing, 13 of the number known to have been killed outright. The assistant surgeon was certainly drowned; the residue supposed to have gone down with the ship. I have directed all the crew in Cherbourg to be paid off and discharged. The sick in the hospital will be kept on the books and paid until they are cured. The wounded are received into the Government hospitals at Cherbourg, and every kindness and professional attendance has been shown by the authorities at that place. Indeed, the sympathy for the *Alabama* seems to be very nearly universal, L'Opinion Nationale being the only journal that has said a harsh or unkind word. This paper is known to be the mouthpiece of Dayton. I shall order the officers to return to the Confederacy when they are ready to do so. Two of our surgeons were immediately directed to repair to Cherbourg when we heard of the landing of our wounded. One of them will remain with them. From all accounts that have reached me, there never was a finer, more resolute, and determined set of fellows on board of a ship than the men composing the crew of this ship—perfectly well drilled and disciplined, and enthusiastically attached to their ship and officers. I hope to have it in my power to write you officially or more fully by the Nassau mail next week. *This I hope to get off by the A. D. Vance. As you see, this is written in haste and doubtless somewhat incoherently.*

I am ordering the *Georgia's* officers home by the first opportunity, and perhaps others will soon follow.

I have reason to believe that the commission appointed to investigate the case of the *Rappahannock* has unanimously decided that there is no cause for detention. When this decision will be made known to us is matter of doubt. We have hopes that we may arm her on this side of the Atlantic.

With respect and esteem, very truly, yours,

[S. BARRON.]

Hon. S. R. MALLORY,
Richmond, Va.

Letter from the C. S. commissioner to England to John Lancaster, esq., expressing thanks for the rescue by the yacht Deerhound of the crew of the C. S. S. Alabama.

24 UPPER SEYMOUR STREET, PORTMAN SQUARE,
London, June 21, 1864.

DEAR SIR: I received from Captain Semmes at Southampton, where I had the pleasure to see you yesterday, a full report of the efficient service rendered under your orders by the officers and crew of your yacht, the *Deerhound*, in rescuing him, with thirteen of his officers and twenty-seven of his crew, from their impending fate after the loss of his ship.

Captain Semmes reports that, finding the *Alabama* actually sinking, he had barely time to dispatch his wounded in his own boats to the enemy's ship, when the *Alabama* went down; that nothing was left to those who remained on board but to throw themselves into the sea; their own boats absent, there seemed no prospect of relief when your yacht arrived in their midst and your boats were launched; and he impressively told me that to this timely and generous succor he, with most of his officers and a portion of his crew, were indebted for their safety. He further told me that on their arrival on board the yacht every care and kindness was extended to them which their exhausted condition required, even to supplying all with dry clothing.

I am fully aware of the noble and disinterested spirit which prompted you to go to the rescue of the gallant crew of the *Alabama*, and that I can add nothing to the recompense already received by you and those acting under you in the consciousness of having "done as you would be done by;" yet you will permit me to thank you, and through you the captain, officers, and crew of the *Deerhound*, for this signal service, and to say that in doing so I but anticipate the grateful sentiment of my country and of the Government of the Confederate States.

I have the honor to be, dear sir, most respectfully and truly, your obedient servant,

[J. M. MASON.]

JOHN LANCASTER, Esq.,
Hindley Hall, Wigan [England].

Letter from John Lancaster, esq., to the C. S. commissioner to England, acknowledging his letter of thanks for the rescue of the crew of the C. S. S. Alabama.

HINDLEY HALL,
Near Wigan [England], June 24, 1864.

DEAR SIR: I am in due receipt of your esteemed favor of the 21st instant, and am gratified to find that the timely aid we rendered with

the yacht *Deerhound* to the gallant captain and officers and crew of the *Alabama* has met with your approval. I shall always look back to that event with satisfaction, however much we may regret the result which necessitated interference.

Yours, very respectfully,

JOHN LANCASTER.

Hon. J. M. MASON.

Letter from Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, regarding rescued crew of the C. S. S. Alabama.

THE MANOR HOUSE, MILLBROOK,
Near Southampton, June 28, 1864.

SIR: I have the honor to inform you that before I can get a reply to this I will have finished paying off the officers and crew of the late C. S. S. *Alabama*, and request that you will instruct me if I am empowered to grant leave to the officers to return to the Confederate States, and what amount I shall allow for their passage money, and also whether the acting appointments made by myself, including that of my clerk, continue until their return home or terminate with the loss of the ship. There may be some of the officers who may desire to remain and run the chances of getting on board of another ship. Will they be permitted to do so? If so, I will order them to report to you by letter.

I am, sir, very respectfully, your obedient servant,

R. SEMMES,
Captain, C. S. Navy.

Flag-Officer S. BARRON.

P. S.—Can you give me any information of Lieutenant Kell's promotion; and if so, the date of such promotion?

Letter from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, responding to his communication regarding the crew of the C. S. S. Alabama.

30 RUE DROUOT,
Paris, June 30, 1864.

SIR: Your letter of the 28th is received. You are authorized to order the officers lately belonging to the *Alabama*, under your command, to return to the Confederacy. Four hundred dollars is considered sufficient. Please direct the officers to return any amount of gold they may have on hand after getting to the South to the Navy Department. There will be no service in Europe for any of the officers of the *A[labama]*. The officers of the *Georgia* are to return in the next steamer, via Bermuda.

The acting appointments made by you I incline to believe hold good until their return to the Confederacy.

I regret to say that I have no information of Mr. Kell's promotion, though his brother officers here speak of it with confidence in the belief.

[S. BARRON.]

[R. SEMMES,
Captain.]

Report of the C. S. commissioner to France to the Confederate Secretary of State, regarding interviews with French officials in the matter of the C. S. steamers Alabama and Rappahannock.

PARIS, *June 30, 1864.*

SIR: On the 17th instant I informed you of the arrival of the *Alabama*, and before you can receive this dispatch the Northern papers will have informed you of the unfortunate but heroic close of [her] brilliant and eventful history. As several newspapers have attributed to me a direct and controlling agency in this matter, I think it proper to inform you what it has been, and I can not, perhaps, better do so than by sending you copies of a letter from Mr. Bonfils, agent of the *Alabama* at Cherbourg, my response thereto, and a paragraph* from the Constitutionnel of 24th instant, inserted at my request. My letter to Mr. Bonfils was written with the view that its substance might be made known to the naval authorities at Cherbourg, as I supposed it probably would be, and thus reach the Government.

As I desired to see Mr. Mocquard, I went on the morning of the 19th to Fontainebleau, where the Emperor has been staying for some time past. I took the occasion to inform him, Mr. de Persigny, and the Prince Murat of what was probably then going on near Cherbourg, and my apprehension of the result of a contest which had been in a great degree forced upon Captain Semmes by the manner in which he had been received there. I informed them that the admiral prefect, while personally most courteous to Captain Semmes, had, prompted no doubt by instructions from Paris, hinted that the frequent visits of our ships to French ports, and especially to those devoted to the military marine, were not agreeable to the Government, and suggested that the repairs of the *Alabama* could be more conveniently made at Havre or at Bordeaux, and that the minister of foreign affairs had sent me a message very much to the same effect by Bishop Lynch.

All these gentlemen were much pained by these statements, and promised to communicate them to the Emperor.

This passed on the race course, where the Emperor had not made his appearance. Soon after his arrival Prince Murat sought me out to let me know of the loss of the *Alabama*, which had just been communicated to the Emperor by telegraph, and at which he was, as the prince said, deeply grieved. He had repeated to the Emperor what I had said about the withholding the permission to enter the military port, where alone the required repairs could be effected. The Emperor said that I was mistaken, as the permission had been granted. I told the prince that I hoped that such would prove to be the case, but the agent of the ship, writing the evening previous, spoke of his confidence that the permission would be granted, thus negativing the idea that it had already been accorded. I asked the prince if he were sure not to have misunderstood the Emperor about the permission. He said that he was quite sure, but that he would recur to the subject and let me know. In a few moments he returned and said that the Emperor had repeated his assurance that the permission had been given. The next day I called on my friend at the foreign affairs to ask an interview with the minister, and told him that I made the request for the purpose of having a categorical answer about the *Rappahannock;* that I attributed the loss of the *Alabama* to her unfriendly reception by the authorities of Cherbourg, acting under instructions from Paris, and that it was time that I should know definitively on what footing the Confederate flag was to be hereafter received.

* Not found.

I very soon after had a visit from my friend, who said that the minister sincerely regretted the loss of the *Alabama;* that he was sorry to hear that I considered his attitude toward my Government unfriendly; that he had great respect for me personally, etc., and that he would be most happy to see me the next day, when he would be prepared to make all needful explanations about the *Rappahannock.* I accordingly called on him. He commenced the conversation by saying that not only he, but every one connected with the Government, was profoundly affected at the loss of the *Alabama;* that he was not indulging in sentimentalities (*"qu'il ne faisait pas de sentiment"*), but sincerely felt all that he expressed. I said that candor compelled me to declare that I thought either his department or that of the minister of marine was mainly responsible for the loss of life and property which had occurred, for if the permission to enter the military port had been accorded the point of honor which had induced Captain Semmes to encounter a superior foe would not have been raised.

He said that the permission had been given. I replied that I was differently informed, and that the message which he had sent me by Bishop Lynch and the conversations of Captain Semmes with the admiral prefect, in which the latter had hinted that the *Alabama* could be more conveniently repaired at Havre or Bordeaux, had authorized the belief either that the permission would not be granted at all or reluctantly, after delays which would be humiliating. The minister said that he would ask the minister of marine for copies of all the correspondence and orders in relation to the *Alabama,* and would communicate them to me. I said that I regretted to be obliged to say that I had observed for some months past a growing disposition to treat my Government with scant courtesy, and that even the neutrality which the Emperor had proclaimed was not observed toward us. The minister, with some appearance of temper, here interposed and said that was a question which he would not permit himself to discuss; the Government had desired to observe the strictest neutrality, and believed that they had done so, but that the best evidence of the fact was the constant complaints of Mr. Dayton of the partiality shown toward the Confederacy; that while the Emperor had the warmest sympathies with the Confederate cause, sympathies which were freely avowed, he was determined not to be drawn by indirection into conflict with the Northern Government; that if such conflict were to come it must be in pursuance of a policy openly declared, and when no fault could justly be attributed to him.

I said that I was quite willing to abandon a subject which was as disagreeable to me as to him; that I had not come to speak of the *Alabama;* that topic had been introduced by him; that I had asked an interview for the purpose of knowing distinctly what was to be done with the *Rappahannock;* that she had been detained without cause assigned for more than four months, and that I could not obtain a written response to my various communications on that subject. I hoped now to have a verbal one. He said that he had not replied to my communications because he was not prepared to give a conclusive answer; that he had written the day previous to the president of the senate, asking for an early report, and so soon as that should be received he would decide what should be done and would inform me of his decision.

This matter disposed of, I said that I was about to ask a question, and that if he found it indiscreet it should be considered as not made. Had the sentiments of the Emperor become from any cause less kindly (*moins bienveillant*) toward the Confederacy? That I was quite at a loss to imagine any such cause, but that in relation to the ships we had been

induced to build by his suggestions, and for which we had expended large sums of money, raised with great inconvenience and sacrifice, we had been treated with extreme harshness; it was difficult to account for such a sudden change of policy if there were no corresponding change of feeling. He said, with a significant smile: "That is a matter of which I am, of course, ignorant; but I can assure you that the feeling of the Emperor is unchanged; he is, as he always has been, prepared to recognize your Government; but he will not act alone." I asked what effect the decisive failure of Grant's campaign against Richmond, of which I hoped soon to have intelligence, would have on the question of recognition. He said he supposed it would lead to direct and earnest official appeals to the British Government for common action in the matter, but whether they would be more effectual than previous overtures he could not tell; but he could not well see how in such a case any ministry, whether Whig or Conservative, could refuse its adherence.

I do not recollect anything else material that was said. The minister, on my leaving, repeated his regrets at the catastrophe of the *Alabama*, disclaiming all affectation of sentiment, expressed the hope that we should soon hear of a decisive defeat of Grant, and promised an early decision in the case of the *Rappahannock*.

From what I have said in previous dispatches you will form your own judgment of the value of any declarations of Mr. [Drouyn] de Lhuys.

I have obtained from a confidential source a copy of the *dispositif* of the report of the consultative committee in the case of the *Rappahannock*. It runs thus:

> The committee is of the opinion that it is only under the condition of reducing the force of the crew to the number of men who were on the ship on the day she put into harbor, and after the accomplishment of this condition, that the Government of the Emperor will raise the interdiction to go to sea which has been pronounced against the Confederate ship *Rappahannock*.

I annex copy of letter addressed by me to the Duke de Persigny on the subject of the *Rappahannock*, written at his suggestion, that he might lay it before the Emperor, which he has done.

I called on the 27th instant on the minister of marine to make, at the instance of Mr. Bonfils, enquiry whether the admiral prefect was instructed to demand the release of four officers of the *Alabama* paroled to return when required on board the *Kearsarge*, when they should so have returned. I did this because Mr. B[onfils] and other officers were very confident that such instructions had been given, although quite certain that they were misinformed, as proved to be the case. I had a very long conversation with the minister upon our affairs generally, in which he seemed to take a deep and friendly interest. He confirmed what I hear from all quarters, that the affair of the *Alabama* had awakened the warmest sympathy throughout the country, and was producing the most beneficial effect upon public opinion; that while we had lost some valuable lives and a ship that had proved capable of good service, we were compensated a hundredfold by the prestige which everywhere, but above all in France, attaches to chivalrous daring and the jealous observation of the point of honor, and that the material loss could not be weighed against the moral gain.

The minister introduced the question of the *Rappahannock*, to which I had intended to make no allusion. He said that it was altogether a very unfortunate affair; that if it had not occurred there would have been no hesitation in admitting the *Alabama* or any other of our vessels into the imperial dockyards; that it had led to a more rigorous course in regard to the vessel building at Bordeaux and Nantes; that

the question had long since passed from him to the minister of foreign affairs; that he was in no degree responsible for the delays that had occurred in disposing of it, and that as regarded all this matter he was entirely under the control of the minister of foreign affairs.

Considering it of the greatest importance that we should continue to harass and destroy the commerce of the enemy, I have advised Captain Bulloch to use every exertion to put to sea at as early a date as possible several cruisers to supply the place of the *Alabama*, and as we can not rely upon having vessels expressly constructed for the purpose, to make use of the fittest instruments that he can command. In this I had but recommended a purpose that he had anticipated, and which will be carried out, and to which Commodore Barron gives his hearty concurrence.

Mr. Auguste [Ad. ¶] Bonfils and his sons have been devoted and indefatigable in their attentions to our wounded and prisoners at Cherbourg. I had promised Mr. B[onfils] nearly eighteen months since to recommend in due season his appointment as consul at that port, and I take pleasure in now performing the promise then made. I also beg leave to recommend Mr. Gaetano Cabella for the consulate at Genoa. He has been very active for the last two years in the advocacy of our cause, having published at his own expense a pamphlet urging our recognition, besides frequent favorable articles in the Commercio de Genova. He is a gentleman of high respectability and intelligence. In the meanwhile he would be pleased to receive a commission as commercial agent, unpaid of course. If it should not be inconsistent with some general rule which you have established, I would be gratified to see him appointed.

Bishop Lynch left for Rome a few days since. While here he had an audience with the Emperor and two interviews with the minister of foreign affairs, of which he informs me that he has given you full details.

Since my No. 61, of 5th May, I have canceled £86,600 of 7 per cent cotton loan bonds, which have been presented to me for conversion.

I have the honor to remain, with great respect, your most obedient servant,

JOHN SLIDELL.

Hon. J. P. BENJAMIN,
Secretary of State.

[Enclosures.]

CHERBOURG, *June 18, 1864.*

SIR: I consider it my duty to keep you informed of what my sons and I have believed it our duty to do for the Confederate corvette *Alabama* and for the honorable Commander Semmes since the 13th instant, date of the last letter that I had the honor to write to you.

We had asked for authority to repair the *Alabama* in the Government wet docks of the military port, and we were certain of obtaining it when, unfortunately, the Federal ship of war *Kearsarge* appeared outside the harbor of Cherbourg under the pretext of obtaining permission to embark on board of her the thirty-eight prisoners landed by Captain Semmes.

Captain Semmes considered the presence of the *Kearsarge* from another point of view, and thought it his duty to go to meet the *Kearsarge*. Consequently, he has asked of us about 150 tons of coal, which the prefect at first refused to allow to be taken on board, but at our urgent request he has, however, consented, and at the same time he has given orders that the thirty-eight prisoners landed by the Alabama shall not be taken *on board the Federal ship.*

This is, then, the state of things this morning: The 150 tons of coal are aboard and Captain Semmes is without doubt ready to leave.

If you share the unanimous feeling of the port authorities, and you deem it of greater service to the noble cause of your nation that the brave Captain Semmes and his officers do not thus expose themselves against superior force, and reserve their energies and their valor to continue the work followed by them up to this period with such stupendous success that no instance of similar acts is remembered—if, as I say, seeing the gravity of this matter, you think that it would be preferable from every point of view for the interests which you defend with so much zeal that the *Alabama* remain at anchor in our harbor (Captain Semmes intending, we believe, to go out to-morrow), you can send us a telegram immediately after having read these lines, and we will immediately communicate with the commander, who will receive it in ample time.

Mr. Semmes has intrusted to me many important papers, with regard to which I will carry out his instructions.

Admiral Dupouy is very desirous that some solution may be found, and I should be happy if your dispatch to Captain Semmes, which I hope to receive to-morrow, induces and determines him to remain and enter our magnificent docks rather than risk an entirely unequal combat.

I will receive with pleasure a reply to these communications, and renew to you my most respectful considerations.

AD. BONFILS.

Hon. Mr. SLIDELL,
Paris.

—

19 RUE DE MARIGNAN,
Paris, June 19, 1864.

DEAR SIR: I have your esteemed favor of yesterday, and hasten to reply, because I wish to anticipate the knowledge of the result of the sailing of the *Alabama* from Cherbourg, whatever that result may be, and that what I say may not hereafter be suspected of having been dictated or modified by such knowledge.

I can not give to Captain Semmes the advice which you recommend. I have the most entire confidence in his judgment, his skill, and his cool courage. I believe that he would not proceed to the encounter of the *Kearsarge* unless he thought that he had a reasonable chance of capturing her. He knows that his opponent is vastly superior to him in size, weight of metal, and number of crew, but he relies upon the superior morale of his officers and crew to counterbalance his material inferiority. It has not been the habit of our people during this war to scan too closely the number and position of their adversaries. The officers and men of the *Alabama* in this respect are animated by the same instincts and impulses as have led our soldiers to victory on many a field against enormous odds. So it will be in the case of the *Alabama*. She may succumb in the contest, but the honor of her flag will be maintained.

And now I come to the main object of this letter: It is to make a timely protest against the ungenerous and partial policy of this Government, which has forced Captain Semmes to take the course he has.

You tell me that permission would have been given to the *Alabama* to enter the military port and repair. How can you know whether the

permission would have been given at all; and if at all, when? I have recently had occasion, in the case of the *Rappahannock*, detained without cause since the 17th February, to know how long an unfriendly minister may delay the decision of the plainest case. But, supposing that the permission would have been granted, we want no favors reluctantly bestowed, and reject a hospitality extorted by patient expectation. Captain Semmes, acting on the advice given by me to his superior officer, would have proceeded to Bordeaux to make, in a mercantile shipyard, the required repairs of the *Alabama*, and would have thus avoided incurring obligations which would have been gratefully acknowledged had they been cheerfully conferred, but which would have weighed painfully on all of us knowing that they were not the free offerings of good will.

I beg you to understand that I make no allusions to the admiral prefect. I am sure that could he have consulted his own judgment and inclination the *Alabama* would have been in dock before the appearance of the *Kearsarge*. As it is, the responsibility of whatever may occur must rest with the minister of marine or minister of foreign affairs, or with both of them.

I am, very respectfully, your obedient servant,

JOHN SLIDELL.

Mr. A. BONFILS,
Cherbourg.

[P. S.]—I have written in great haste, as I go to the country at 11 o'clock.

Letter from Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, to the C. S. commissioner to France, acknowledging the receipt of the commendatory letter of the latter.

MILLBROOK MANOR HOUSE,
Near Southampton [England], July 1, 1864.

MY DEAR SIR: I am just beginning to use my hand, and the first use I make of it is to thank you most warmly for the very kind note you did me the honor to address me on the 21st ultimo.

Overwhelmed with mortification at the loss of my ship, I can not tell you how much I was soothed and consoled by the knowledge that my conduct in giving combat to the enemy met your approbation.

My defeat is due to two circumstances—the very thorough manner in which the enemy's ship was protected by her chain armor and the deterioration, by long keeping and exposure to many varieties of climate, of my powder and fuses. All the powder in my magazine which had been put up in barrels had been entirely destroyed, and I was obliged to throw it overboard before my arrival at Cherbourg. Such as had been preserved in copper tanks (and it was with this latter that I fought the engagement), though not presenting any external marks of deterioration, was much reduced in strength, as was evident from the want of penetration of my shot and shell, even in the wooden portions of the enemy's ship.

The authorities at Cherbourg had given me no permission to enter the docks up to the time of my demanding coal. When I made demand for this material, the admiral insisted that as a condition precedent to my receiving it I *should withdraw* my application to enter the docks, *to which, of course, I readily* assented. I was treated kindly and cour-

teously, however, by all the French authorities. Tell Mrs. Slidell that she lost a cask of wine from the Cape of Good Hope, which I had intended to forward to her as soon as my ship went into dock.

My kind regards to Mrs. and the Misses Slidell, and believe me, very truly, yours, etc.,

R. SEMMES.

Hon JOHN SLIDELL,
Commissioner Confederate States, Paris.

Unofficial letter from Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, to Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, regarding the engagement of that vessel with U. S. S. Kearsarge.

MANOR HOUSE, MILLBROOK,
Near Southampton, July 5, 1864.

MY DEAR BARRON: I owe you many, many thanks for your very kind and considerate note addressed to me soon after my engagement with the *Kearsarge*. Oppressed with mortification for my defeat and sorrow for my lost officers and men, your note came to me with the soothing effect of a balm poured upon a wound. I found an awful disparity, my dear friend, between the enemy's guns and my own. Still, I should have handled him very roughly, and perhaps have carried him down with me, but for my bad powder. Unfortunately, my magazine had been placed near the condensing apparatus with which we generated fresh water for the crew, and it was in consequence frequently filled with steam. We were obliged to air it very frequently to keep it at all dry. Previously to my arrival at Cherbourg all the powder which I had in barrels was so much damaged that I was compelled to throw it overboard. I had a good supply, however, put up in cartridges and stowed in copper tanks, and as this did not show any signs of deterioration I concluded that it must be good. I am now convinced from the want of penetrating power of my shot and shells, even in the wooden parts of the enemy's ship, that this was also damaged, perhaps to the extent of one-third its strength. I had carefully renewed all my fuses; but the fuses I put in were many of them also damaged, they, like the powder, having suffered from the same cause, and perhaps also from the many and great changes of climate to which they had been subjected. Well, it is the fortune of war. I am improving in general health, and my wounded hand enables me to write you this note, so that you see that there is nothing much the matter.

Yours, truly,

R. SEMMES.

Flag-Officer SAML. BARRON.

Report of Captain Semmes, C. S. Navy, late commanding C. S. S. Alabama, regarding the settlement of the money matters of that vessel.

MILLBROOK MANOR HOUSE,
Near Southampton, July 5, 1864.

SIR: Acting Paymaster Galt has paid off and I have discharged all the crew of the *Alabama*, except only such as are yet in hospital at Cherbourg. Paymaster Galt has been relieved from his duties, and, in compliance with your instructions, I have given him leave to return to the Confederate States. I enclose a transcript from the pay roll of the

names of the men in hospital at Cherbourg, and also of the names of the killed and drowned in the action, in order that you may assign the duty of paying off the former and the representatives of the latter to such disbursing officer under your orders as you may think fit. Paymaster Galt had in his hands a surplus of about $5,000 after paying off the crew, which I have directed him to turn over to Commander Bulloch upon his arrival in Liverpool; and I would suggest that that place would perhaps be the best for making the remaining payments, as many of the friends of the deceased seamen reside in that vicinity. Between $3,000 and $4,000, in addition to the sum turned over to Commander Bulloch, will be sufficient to meet all outstanding demands against my late ship. With reference to the payment of the sums due the deceased seamen, I would suggest that notice be given in the newspapers of the place and time of payment, and that the parties claiming payment be required to take out letters of administration, etc., according to the forms of the English law; otherwise deceptions will be practiced and payments may be made to the wrong persons. It would be well to notify the wounded in hospital also of the place at which they are to be paid off.

I shall proceed to-morrow or the next day to the house of the Rev. Mr. Tremlett, at Belsize Park, London, where communications will reach me.

I am, very respectfully, your obedient servant,

R. SEMMES.

Flag-Officer SAML. BARRON.

P. S.—It is ascertained that my loss in the late engagement was greater than at first reported, it being 47, viz, 26 killed and drowned and 21 wounded.

R. S.

Letter from John Lancaster, esq., owner of the yacht Deerhound, to the London Daily News, giving an account of the part taken by his vessel in the rescue of Captain Semmes and a portion of the crew of the C. S. S. Alabama.

HINDLEY HALL,
Wigan, June 27, 1864.

SIR: As two correspondents of your journal, in giving their versions of the fight between the *Alabama* and the *Kearsarge*, have designated my share in the escape of Captain Semmes and a portion of the crew of the sunken ship as "dishonorable," and have, moreover, affirmed that my yacht, the *Deerhound*, was in the harbor of Cherbourg before the engagement, and proceeded thence on the morning of the engagement in order to assist the *Alabama*, I presume I may trespass upon your kindness so far as to ask for an opportunity to repudiate the imputation and deny the assertion. They admit that when the *Alabama* went down the yacht, being near the *Kearsarge*, was hailed by Captain Winslow and requested to aid in picking up the men who were in the water; but they intimate that my services were expected to be merely ministerial, or, in other words, that I was to put myself under the command of Captain Winslow, and place my yacht at his disposal for the capture of the poor fellows who were struggling in the water for their lives. The fact is that when we passed the *Kearsarge* the captain cried out, "For God's sake do what you can to save them," and that was my warrant for interfering in any way for the aid and succor of his enemies. It may be a question with some whether, without that

warrant, I should have been justified in endeavoring to rescue any of the crew of the *Alabama*, but my own opinion is that a man drowning in the open sea can not be regarded as an enemy at the time to anybody, and is therefore entitled to the assistance of any passer-by. Be this as it may, I had the earnest request of Captain Winslow to rescue as many of the men who were in the water as I could lay hold of, but that request was not coupled with any stipulation to the effect that I should deliver up the rescued men to him as his prisoners. If it had been, I should have declined the task, because I should have deemed it dishonorable—that is, inconsistent with my notions of honor—to lend my yacht and crew for the purpose of rescuing those brave men from drowning only to hand them over to their enemies for imprisonment, ill-treatment, and perhaps execution. One of your correspondents opens a letter by expressing a desire to bring to the notice of the yacht clubs of England the conduct of the commander of the *Deerhound* which followed the engagement of the *Alabama* and *Kearsarge*. Now that my conduct has been impugned I am equally wishful that it should come under the notice of the yacht clubs of England, and I am quite willing to leave the point of "honor" to be decided by my brother yachtsmen, and, indeed, by any tribunal of gentlemen. As to my legal right to take away Captain Semmes and his friends, I have been educated in the belief that an English ship is English territory, and I am therefore unable even now to discover why I was more bound to surrender the people of the *Alabama* whom I had on board my yacht than the owner of a garden on the south coast of England would have been if they had swum to such a place and landed there, or than the mayor of Southampton was when they were lodging in that city, or than the British Government is now that it is known that they are somewhere in England.

Your other correspondent says that Captain Winslow declares that "the reason he did not pursue the *Deerhound* or fire into her was that he could not believe at the time that any one carrying the flag of the Royal Yacht Squadron could act so dishonorable a part as to carry off the prisoners whom he had requested him to save from feelings of humanity." I was not aware then, and I am not aware now, that the men whom I saved were or ever had been his prisoners. Whether any of the circumstances which had preceded the sinking of the *Alabama* constituted them prisoners was a question that never came under my consideration, and one which I am not disposed to discuss even now. I can only say that it is new doctrine to me that when one ship sinks another in warfare the crew of the sunken ship are debarred from swimming for their lives and seeking refuge wherever they can find it, and it is a doctrine which I shall not accept unless backed by better authority than that of the master of the *Kearsarge*. What Captain Winslow's notion of humanity may be is a point beyond my knowledge, but I have good reason for believing that not many members of the Royal Yacht Squadron would, from motives of humanity, have taken Captain Semmes from the water in order to give him up to the tender mercies of Captain Winslow and his compatriots. Another reason for that hero's forbearance may be imagined in the reflection that such a performance as that of Captain Wilkes, who dragged two "enemies" or "rebels" from an English ship, would not bear repetition. Your anonymous correspondent further says that "Captain Winslow would now have all the officers and men of the *Alabama* as prisoners had he not placed too much confidence in the honor of an Englishman who carried the flag of the Royal Yacht Squadron." This is a very questionable assertion, for why did

Captain Winslow confide in that Englishman? Why did he implore his interference, calling out, "For God's sake do what you can to save them?" I presume it was because he could not or would not save them himself. The fact is that if the captain and crew of the *Alabama* had depended for safety altogether upon Captain Winslow, not one-half of them would have been saved. He got quite as many of them as he could lay hold of time enough to deliver them from drowning.

I come now to the more definite charges advanced by your correspondents, and these I will soon dispose of.

They maintain that my yacht was in the harbor of Cherbourg for the purpose of assisting the *Alabama*, and that her movements before the action prove that she attended her for the same object. My impression is that the yacht was in Cherbourg to suit my convenience and pleasure, and I am quite sure that when there I neither did nor intended to do anything to serve the *Alabama*. We steamed out on Sunday morning to see the engagement, and the resolution to do so was the result of a family council whereat the question "to go out" or "not to go out" was duly discussed, and the decision in the affirmative was carried by the juveniles rather against the wish of both myself and my wife. Had I contemplated taking any part in the movements of the *Alabama*, I do not think I should have been accompanied with my wife and several young children.

One of your correspondents, however, says that he knows that the *Deerhound* did assist the *Alabama*, and if he does know this he knows more than I do. As to the movements of the *Deerhound* before the action, all the movements with which I was acquainted were for the objects of enjoying the summer morning and getting a good and safe place from which to watch the engagement.

Another of your correspondents declares that since the affair it has been discovered that the *Deerhound* was a consort of the *Alabama*, and on the night before had received many valuable articles for safe-keeping from that vessel. This is simply untrue. Before the engagement neither I nor any of my family had any knowledge of or communication with either Captain Semmes, any of his officers, or any of his crew. Since the fight I have enquired from my captain whether he or any of my crew had had any communication with the captain or crew of the *Alabama* prior to meeting them on the *Deerhound* after the engagement, and his answer, given in the most emphatic manner, has been, "None whatever."

As to the deposit of chronometers and other valuable articles, the whole story is a myth. Nothing was brought from the *Alabama* to the *Deerhound*, and I never heard of the tale till I saw it in an extract from your own columns. After the fight was over, the drowning men picked up, and the *Deerhound* steaming away to Southampton, some of the officers who had been saved began to express their acknowledgments for my services, and my reply to them, which was addressed to all who stood around, was, "Gentlemen, you have no need to give me any special thanks; I should have done exactly the same for the other people if they had needed it." This speech would have been a needless and, indeed, an absurd piece of hypocrisy if there had been any league or alliance between the *Alabama* and the *Deerhound*.

Both your correspondents agree in maintaining that Captain Semmes and such of his crew as were taken away by the *Deerhound* are bound in honor to consider themselves still as prisoners, and to render themselves to their *lawful captors* as soon as practicable.

This is a point which I have nothing to do with, and therefore I shall not discuss it.

My object in this letter is merely to vindicate my conduct from misrepresentation, and I trust that in aiming at this I have not transgressed any of your rules of correspondence, and shall therefore be entitled to a place in your columns.

I am, etc.,

JOHN LANCASTER.

The EDITOR OF THE DAILY NEWS.

Letter from the President of the Confederate States to John Lancaster, transmitting a joint resolution of the Congress of the Confederate States thanking him for his friendly conduct toward the officers and crew of the C. S. S. Alabama.

CONFEDERATE STATES OF AMERICA,
EXECUTIVE DEPARTMENT,
Richmond, Va., March 1, 1865.

SIR: It becomes my pleasing duty to transmit to you a certified copy of a joint resolution of thanks to Mr. John Lancaster, of England, for his friendly conduct toward the commander, officers, and crew of the *Alabama*, passed by the Congress of the Confederate States of America and approved 14th February, 1865.

Permit me, as the Executive of the Confederate States, to join in returning to you the thanks of the people of the Confederacy and to express my own appreciation of the gallant and humane conduct displayed by yourself and the crew of your yacht, the *Deerhound*, in the rescue of Captain Raphael Semmes, the commander, and a portion of the officers and crew of the late C. S. S. *Alabama*.

Be assured that my countrymen will never cease gratefully to remember your generous conduct, and I trust that our seamen, under similar circumstances, will ever be prompt to emulate your noble example.

Accept the tender of the esteem and regard with which I am, very respectfully, your friend,

JEFFERSON DAVIS.

Mr. JOHN LANCASTER,
Lancashire, England.

[Enclosure.]

Joint resolution of thanks to Mr. John Lancaster, of England, for his friendly conduct toward the commander, officers, and crew of the Alabama.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress and of the people of the Confederate States are due and are hereby tendered to Mr. John Lancaster, of Lancashire, England, for his friendly and humane conduct in receiving in his yacht, the *Deerhound*, from the imminent peril of death by drowning, Captain Raphael Semmes, the commander, and a portion of the officers and crew of the late Confederate States steamer *Alabama*, on the occasion of the combat between that vessel and the United States steamer *Kearsarge* in the waters of the British Channel on the nineteenth day of June, eighteen hundred and sixty-four; and that his Excellency the President of the Confederate States be requested to inform Mr. Lancaster of the passage of this resolution, and to communicate to him a copy thereof.

TH. S. BOCOCK,
Speaker of the House of Representatives.
R. M. T. HUNTER,
President of the *Senate pro tempore.*

Approved, 14th February, 1865.

JEFFERSON DAVIS.

CONFEDERATE STATES OF AMERICA,
Department of Justice.

I do hereby certify that the foregoing is a true copy of a resolution of the Congress of the Confederate States of America approved on the fourteenth day of February, one thousand eight hundred and sixty-five, and of which the original roll is on file in this office.

In faith whereof I have hereunto set my hand and affixed the seal of the said Department, this seventeenth day of February, anno Domini one thousand eight hundred and sixty-five.

[SEAL.] GEO. DAVIS,
Attorney-General.

Extracts from the journal of Captain Semmes, C. S. Navy, commanding the C. S. S. Alabama, April 1 to June 16, 1864.

Friday, April 1, 1864.—Weather fine; wind fresh from the S. E.; current a knot an hour, N. W. ¾ [W ?]. Latitude 26° 13′ 9″ S., longitude 2° 40′ E.

Saturday, April 2.—Weather fine; wind fresh from the S. E.; current 31 miles S. W. by W. Latitude 24° 17′ 53″ S., longitude 24′ E. It is stated in the speech* on the opposite page that 157,000 emigrants, chiefly Irish, landed in New York alone in 1863. England is no doubt rejoicing at this exodus, as it is evidently her desire to denationalize Ireland, and convert it into English territory effectually. They will thus get rid, in time, of the awkward Irish church question. For this purpose the small holdings are being bought up by the larger farmers, and the people are pushed off to the American war. The English voters are weeping crocodile tears on the rostrum, and secretly congratulating themselves upon the many good results of the American war: First, the weakening of her most powerful rival for the trade of the world; secondly, the abolition of slavery in the South; thirdly, the increase of cotton production in her own colonies; fourthly, the loss of the carrying trade by the United States and its transfer to British bottoms; fifthly, the extinction of Ireland, *as Ireland*, by emigration. Of course England laments the American war. "Howl, ye ships of Tarshish, for your strength is laid waste."

Sunday, April 3.—Morning cloudy, clearing toward noon. Mustered the crew and inspected the ship, and caused to be read the Articles of War. Many of the beams of the ship are splitting and giving way, owing to the greenness of the timber of which she was built. Current 24 miles S. W. by W. ¾ W. Latitude 22° 35′ 15″ [S.], longitude 1° 29′ 45″ W.

Monday, April 4.—Weather cloudy and squally, with the wind hauling to the northward and eastward, being E. N. E. at noon. Current W. by S. ¾ S., 23 miles. Latitude 21° 1′ 30″, longitude 3° 13′. Afternoon, weather cloudy and cool.

Tuesday, April 5.—Sky overcast; weather cool; wind moderate from the southward and eastward; weather clearing toward noon, though leaving heavy banks of stratified white clouds on the horizon. Current 27 miles W. S. W. Latitude 19° 37′ 52″, longitude 4° 44′ 30″. At 1 p. m. hauled on a wind on the starboard tack to intercept ships from the Cape of Good Hope. Night ugly—dark and blowing.

Wednesday, April 6.—A dark day, with a heavily overcast sky; wind unsteady from the southward and eastward; no glimpse of the sun for

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* *Refers to a newspaper clipping* pasted in original journal.—COMPILERS.

either time or latitude. Latitude (D. R.) 18° 41′, longitude (D. R.) 4° 22′. Ugly, thick weather during the night.

Thursday, April 7.—Cloudy weather, with the wind blowing by spasms; current has changed since my last observation, two days ago, from W. S. W. to N. by E., and has run 78 miles in the two days. Latitude (near noon) 17° 15′ 38″, longitude 3° 44′. Night thick and squally. We begin to appreciate what O'Meara says of the St. Helena climate. We never have five minutes of the same sort of weather.

Friday, April 8.—Weather changeable, squall clouds constantly sweeping over the sea. Current 25 [miles] S. W. ¼ W. Latitude 17° 42′ 11″, longitude 5° 50′. For the last four or five days we have had cloudy, wild-looking, unsettled weather, quite unusual in a region of the trade wind. Afternoon, weather fine, clouding again during the night.

Saturday, April 9.—Usual trade-wind weather, being alternate sunshine, cloud, and occasional shower. Rolling along before some sea, enough to keep the decks wet and uncomfortable. Rain squall just at noon, obscuring the sun and preventing meridian observation. Latitude (near noon) 18° 44″ [S.], longitude 8° 53′ [W.].

Sunday, April 10.—Weather fine, clouding at noon, with a spitting of rain. Mustered the crew and inspected the ship. Latitude (near noon) 18° 12′ 22″, longitude 11° 47′ 30″.

Monday, April 11.—Early morning, cloudy and squally with light rain, clearing toward noon, though still with a passing cloud. Latitude 18° 25′ 42″, longitude 14° 42′. Slight southwesterly current.

Tuesday, April 12.—Weather fine; wind moderate, inclining to be light, from about E. S. E.; current about 15 miles W. S. W. Latitude 18° 47′ 18″, longitude 17° 13′ 30″.

Wednesday, April 13.—Weather fine, with fleecy trade clouds; wind moderate and sometimes light; current westerly about 15 miles. Latitude 18° 55′ 22″, longitude 19° 43′.

Thursday, April 14.—Weather fine, with an occasional rain squall; wind moderate from the E. S. E.; current 12 miles W. S. W. Latitude 18° 58′ 3″ [S.], longitude 22° 33′ 30″ [W.].

Friday, April 15.—Weather fine; wind light; no current. Latitude 19° 9′ 32″, longitude 25°.

Saturday, April 16.—Weather fine; wind light from E.; current 7 miles westerly. Latitude 19° 17′ 43″, longitude 26° 42′.

Sunday, April 17.—Weather fine; wind very light from the eastward. Mustered and inspected the crew, etc. At 10 made a sail to the southward and westward. At meridian running to intercept her. Latitude 19° 12′ 6″, longitude 27° 33′ 30″. At 2 p. m. boarded an Italian bark from Buenos Ayres for Antwerp with wool. Reports three or four Yankee vessels at Buenos Ayres, which could get no freights. At 5 p. m. intercepted and boarded a French ship from Callao with guano. Reports no American ships at the Chincha Islands. In July last when we burned the guano ship *Express* there were between seventy and eighty sail of Americans there.

Monday, April 18.—Weather moderate, with occasional rain squalls; wind light from E. N. E. At daylight a sail was reported; gave chase, and at 10:30 boarded a Hamburg vessel (bark) from the Navigator's Islands for Hamburg; had seen but one American ship. Latitude 19° 22′ 37″, longitude 28° 51′. Afternoon and night calm, with rain clouds in various directions.

Tuesday, April 19.—Calm, with a heavy swell, and rain clouds in various directions. Current 20 miles to the westward. Latitude 19°

13′ 23″ [S.], longitude 29° 36′ [W.]. Calm all the afternoon. Light breezes, with slight rain, shifting from N. E. to N. W. in the early part of the night; latter part calm.

Wednesday, April 20.—Clear and calm; slight set to the northward and westward. Latitude 18° 49′ 18″, longitude 30° 1′ 30″. Calm all the afternoon. In the early part of the night a light air from the N. E.

Thursday, April 21.—Clear, with many clouds in various directions, but no wind among them, it being for the third day, a flat calm. A light air from the N. E. toward noon. Current half a knot per hour, N. W. Latitude 18° 18′ 26″, longitude 30° 26′. Calm all the afternoon. At nightfall we took the trade in the gentlest form, the air continuing a mere zephyr all night. We have thus been detained by a straight four days' calm.

Friday, April 22.—Weather very fine; wind light from the E. to S. S. E.; current 17 miles N. W. ½ N. Latitude 17° 23′, longitude 30° 56′. A sail in sight on the lee bow; have hauled up a couple of points to cut her off. Chased this sail all night.

Saturday, April 23.—Weather fine; wind moderate from the E. N. E. At daylight showed United States colors to the chase, about 2 miles ahead. Responded with same. Hove her to by signal, and sent a boat on board and captured her.

Case of the Rockingham.

Ship under United States colors and register. Is from Callao, bound to Cork for orders, and loaded with guano. This guano purports to be shipped by the Guano Consignment Company to Great Britain. One Joseph A. Damino, who signs for Damino & Moscosa, certifies that the guano belongs to the Peruvian Government, and her Britannic Majesty's acting consul at Lima certifies that the said Joseph A. Damino appeared before him and "voluntarily declared that the foregoing signature is of his own handwriting, and also that the cargo above mentioned is truly and verily the property of the Peruvian Government."

As this is the only certificate of the neutrality of the cargo among the papers, and as nobody swears to anything in this certificate, there is no testimony at all. The ship being enemy's property and the cargo being presumed to be enemy's property also, from being found on board the ship, it was incumbent on the neutral parties, if there are any such in the case, to have documented their property by sworn certificates, and this rule of law is so well known that the absence of an oath would seem to be conclusive as to the fraudulent attempt to cover. Ship and cargo condemned. Latitude 15° 52′ 47″, longitude 31° 44′. Transferring stores and prisoners from the prize. In the afternoon made a target of the prize, and fired shot and shell at her, with reasonable success. At 5 p. m. set her on fire, and filled away and made sail. During the first watch chased and boarded an English ship, from Liverpool for Calcutta, thirty-eight days out, from which we procured some newspapers.

Sunday, April 24.—Weather clear—cloudy; wind light from the E. N. E. At 11 sent a boat on board of an English ship from Australia for London, with troops and other passengers. Mustered and inspected the crew and ship. Latitude 15° 19′ 2″ [S.], longitude 32° 6′ [W.].

Monday, April 25.—Weather fine; wind light from E. to E. N. E. At 8:30 a. m. sent a boat on board of an English bark from Sunderland to Peru. Latitude 13° 59′, longitude 32° 6′ 30″. Nearly calm all the afternoon. Bore away west in chase of a ship, which passed ahead of us toward nightfall, when we hauled up on our course. The chase *looked English.*

Tuesday, April 26.—Weather fine; wind light from N. E. to E. N. E. It has thus occurred that we have had a regular N. E. trade wind, in latitude 13° S., for three days. At 8 a. m. sent a boat on board of an English bark from Liverpool for Montevideo. Latitude 13° 5′ 12″, longitude 32° 22′ 15″. Current W. N. W., 19 miles. I shall have a close shave to weather Cape San Roque unless the wind changes. This is certainly reversing the order of things.

Wednesday, April 27.—Weather fine; wind about E. by S.; current 16 miles N. W. Latitude 11° 16′ 7″, longitude 32° 6′ 45″. At 3 p. m. made a sail ahead, standing directly for us. At 5:40, having met, we showed her the United States colors. She responded with the same. Ordered her to heave to, and sent a boat on board and captured her. She proved to be the Federal bark *Tycoon*, thirty-six days from New York, for San Francisco. Got on board from her some provisions and clothing.

Thursday, April 28.—Weather fine; wind moderate from E. S. E. to E. by S. At 3 a. m., having received the prisoners on board from the prize, we burned her and filled away on our course. Current 15 miles W. N. W. Latitude 10° 5′ 20″, longitude 31° 46′ 30″. We received from the prize a number of Yankee newspapers, filled with the usual evidence of their insanity. Afternoon squally and and rainy; wind N. E. to E. N. E.

Case of the Tycoon.

Ship under United States colors and register, from New York for San Francisco. No claim of neutrality of cargo among the papers. Ship and cargo condemned.

Friday, April 29.—Weather good; breeze fresh from E. by S.; current 24 miles W. Latitude 8° 9′ 43″, longitude 31° 29′ 30″.

Saturday, April 30.—Weather fine; wind fresh from E. by N.; current 34 miles W. by S. Latitude 5° 26′ 47″, longitude 30° 12′.

Sunday, May 1.—Morning clear; wind moderate from E. by S. At 11:30 a. m. a dense rain squall overcast the heavens, and we had squalls of wind and rain. Current 60 miles W. by N. Latitude (observed near noon) 2° 25′ [S.], longitude 30° 38′ [W.]. Mustered the crew, read Articles of War, and inspected the ship.

Monday, May 2.—Morning clear, with a heavy rain squall from 10 to 11 a. m.; current 34 miles W. Latitude 13′ 15″ S., longitude 30′ 41′ 30″ [W.].

Tuesday, May 3.—Weather cloudy and hard looking. We crossed the line yesterday in longitude 30° 41′, and this morning we have the N. E. trades fresh. Indeed, we have had these trades all the time, with the exception of a day or two, since we left Trinidad, the only change being that they have hauled from E. N. E. to N. E. by N. We have thus passed the line without any calms. Current a knot an hour to the westward. Latitude 1° 43′ 23″ N., longitude 31° 28′ [W.].

Wednesday, May 4.—Clear—cloudy; wind moderate from the N. E.; current 46 miles W. ¼ N. Latitude 3° 30′ 47″, longitude 32° 38′ 3″. Cloudy and squally in the afternoon.

Thursday, May 5.—Morning clear, clouding toward noon; current 45 miles W. S. W.; wind N. E. by N. Latitude 5° 6′ 56″, longitude 34° 19′. Stiff breeze and cloudy during the night.

Friday, May 6.—Cloudy—clear; stiff breeze from N. E. to N. E. by N., with some sea; current 46 miles W. by S. ½ S. Latitude 7° 15′ 52″ [N.], longitude 36° 7′ 51″ [W.]. Rather hard work against head winds and current of 2 knots an hour.

Saturday, May 7.—Weather cloudy; wind fresh from the N. E.; some sea on; much vapor in the atmosphere; current 36 miles W. S. W. Latitude 9° 40′ 51″, longitude 37° 36′ 51″. Engaged three or four hours in unbending and bending sails.

Sunday, May 8.—Usual weather when the trade blows fresh; that is, a succession of clear and cloudy spells, with squalls, and much moisture in the atmosphere. The winds are lapping up the vapors of the sea to transport them to the thirsty lands of the farmer to quicken his crops, so that the seaman should not grumble as he passes through these head winds if he finds the sea a little rough and the weather so squally as to render him vigilant. Mustered and inspected the crew, and visited the ship, as usual on Sunday. Wind N. E. by E. Latitude 11° 54′ 45″, longitude 38° 43′ 30″. Current 32 miles W. We have thus had 270 miles current in seven days, of about 39 miles per day.

Monday, May 9.—Weather decidedly improved this morning. We have run out of the squalls and vapor banks, and have a steady breeze from E. by N. and a bright sky, and a feeling of elasticity in the air. Current 33 miles W. Latitude 14° 13′ 46″, longitude 39° 43′.

Tuesday, May 10.—Weather fine; wind moderate from E. N. E.; sea blue and smooth. Current 30 miles W. Latitude 16° 43′ 28″, longitude 40° 33′ 30″. Wind falling light during the night.

Wednesday, May 11.—Weather pleasant; temperature cool for the latitude; sky partially overcast; wind light from E. to N. E., the trades showing signs of failing; current 19 miles W. by N. Latitude 18° 37′ 51″, longitude 41° 9′. We are in the track of West India bound Europeans, but have seen nothing. In the afternoon sent a boat on board a Hamburg brig from Liverpool (twenty-seven days) for Puerto Cabello. He had no newspapers, and, as is customary with these people, knew nothing.

Thursday, May 12.—Weather fine. We have the wind from S. to S. S. E., and I presume we have lost the trades, having had no calm interval. Chased a bark for awhile, until we approached her near enough to see that she was not American. She was steering for the West Indies. Current 22 miles N. W. Latitude 20° 10′ 15″ [N.], longitude 41° 25′ [W.]. Suspecting our fuses to be bad, we got up some shells to-day, and tried several. They all proved to be bad, and so we have commenced to re-fuse all the shell in the ship. In the afternoon it fell calm, and so continued all night.

Friday, May 13.—Weather fine; light airs from the southward and westward; no current. Latitude 20° 33′ 11″, longitude 41° 19′. It fell calm again in the afternoon, and so continued all night.

Saturday, May 14.—Weather clear; a dead calm. Latitude 20° 53′ 37″, longitude 41° 9′ 30″. No current. A brig in sight to the northward. Calm continued during the evening and night, with light showers of rain. Not the calm belt.

Sunday, May 15.—Weather fine; calm. Two brigs in sight, standing with us; foreign looking. Mustered and inspected the crew and inspected the ship. Latitude 21° 12′ 14″, longitude 40° 55′ 30″. In the afternoon showed English colors to a Portuguese brig, and at 10:30 p. m. sent a boat on board a Spanish hermaphrodite brig from Santander for Porto [Puerto] Rico. No papers; no news. Would not take the prisoners on board for passage. He was as stupid as the last Hamburger we boarded.

Monday, May 16.—Weather fine; breeze light from the trade quarter, about N. E. by N. We have averaged in the last four days 27½ miles

per day. This is a pretty obstinate calm. Latitude 22° 5′ 2″, longitude 41° 16′.

Tuesday, May 17.—Weather fine; wind light from the northward and eastward. Latitude 22° 57′ 31″, longitude 41° 50′.

Wednesday, May 18.—Weather clear and fine, with the sea blue and much seaweed. Wind improving somewhat, there being a 5-knot breeze from about E. to E. by N. Latitude 24° 33′ 41″, longitude 41° 57′ 45″.

Thursday, May 19.—Weather fine; wind steady from about E. to E. N. E. Latitude 26° 32′, longitude 41° 50′ 30″. In the afternoon tacked, and at 5:30 sent a boat on board a French bark from Montevideo for France.

Friday, May 20.—Weather very fine; wind from about E. by. S. At 11 a. m. showed United States colors to an English ship bound to the northward, and which beat us badly. Latitude 28° 4′ 57″, longitude 41° 33′ 30″.

Saturday, May 21.—Weather fine; wind light from the E. S. E. Fired a blank cartridge at a ship which overhauled and passed us. She showed English colors. Our bottom is in such a state that everything passes us. We are like a crippled hunter limping home from a long chase. Latitude 29° 24′ 24″, longitude 40° 42′.

Sunday, May 22.—Weather fine, with a light breeze from the S. E. The trade continued up to 29° 30′, and we passed out of it without any absolute calm. Mustered the crew and inspected the ship. Latitude 30° 25′ 30″, longitude 39° 54′ 30″. In the Yankee crossing place for southward-bound ships.

Monday, May 23.—Weather fine; wind increasing from the southward and westward. A couple more sail have come in sight, steering, like ourselves, to the northward and eastward. The lame hunter continues to be beaten. Latitude 31° 39′ 14″, longitude 38° 39′ 50″. In the afternoon sent a boat on board of an English bark from Japan for England.

Tuesday, May 24.—Weather gray; wind moderately fresh from about W. Latitude 33° 13′ 16″ [N.], longitude 36° 49′ [W.]. As night set in the weather thickened; wind backed to the S. W., and it began to look dirty. At 10 p. m. took in all studding sails; barometer falling. It went down to 29.74, where it remained stationary, and the wind shifted to N. W. At 10:30 a sail close aboard. Blowing fresh with occasionally drizzling rain. Wore ship and gave chase. Fired first a blank cartridge and then a shell (which did not explode), and at 11:20 came up with a schooner, which we hailed and boarded. She proved to be a British vessel, from Philadelphia for Rio. Filled away and made sail.

Wednesday, May 25.—Weather clearing, with flying clouds as the day advanced. Wind fresh from N. W. Latitude 35° 51′ 56″, longitude 35° 41′ 15″. Blowing a gale of wind all night; close-reefed. Weather cloudy, with an occasional sprinkle of rain. Barometer fluctuating; about 29.70. Ship rolling and tumbling; bad sleeping.

Thursday, May 26.—Weather dirty, blowing a stiff gale from the N. W. and a heavy sea getting up. We are stripping the copper off our bottom very rapidly. Barometer at noon, 29.69, and falling. Showed English colors to a French ship under our lee. Latitude 37° 43′ 17″, longitude 33° 53′ 15″. At 10 p. m. furled the fore-topsail. Dirty, ugly night, with a very heavy sea and a heavy gale. The ship is flooded fore-and-aft, and the decks leaking badly. She is making more water by several inches in the twelve hours than usual.

Friday, May 27.—The gale continues, with a heavy sea, in which the ship is laboring and straining, though she behaves well. A ship under storm sail passed us on the opposite tack (starboard). Latitude 38° 42′ 14″, longitude 32° 50′. The barometer fluctuates constantly, going up and down between 29.74 and 29.61, and the weather changes as constantly from cloudy to clear. This is the third day of the gale, and the demon of the storm seems to be taking a sort of carnival before the summer weather sets in. The barometer went down during the night to 29.29, the wind hauled from N. W. to W. by S., and I felt sure we had a cyclone, and that we were in the southern hemisphere of it, and being on the port tack, we were all right. During the midwatch, however, the wind hauled back to N. W., and although we had some heavy squalls, with one or two copious showers of rain, the gale did not blow as I had expected.

Saturday, May 28.—The morning was very ugly looking, with masses of black clouds piled on each other in every direction. The wind became quite moderate, and I expected for a while to have a heavy burst from some quarter; but to my surprise the clouds dispersed, the sun came out, and by noon we had a moderate breeze and good weather, with the barometer still at 29.33, where it has remained for two or three hours. Latitude 39° 23′ 19″, longitude 32° 31′ 36″. At 11:30 showed the French colors to a barkentine to windward, which responded with English. The weather continued fine all the afternoon, looking mild and soft, with the wind light from the westward. Barometer remaining all the while stationary at about 29.33.

Sunday, May 29.—During the past night the wind died away, and it came out this morning from the N. E., with rainy weather, the barometer being still down (29.35); close-reefed. During the forenoon the cloudy, unsettled weather continued, with an occasional sprinkling of rain. The wind shifted at 10 a. m. to N. W. and increased to a single-reefed topsail gale, the barometer rising very slowly and at irregular intervals, it being at noon at 29.48. Latitude 39° 51′, longitude (D. R.) 32° 25′, the latitude showing a southerly current of 22 miles, having had no observation for longitude, it can not be known whether it is east or west. Did not muster to-day on account of the bad weather. During the afternoon the wind continued to blow fresh in squalls of rain, with a flying scud; wind moderating toward night, when we laced on bonnets and turned one reef out of the topsails.

Monday, May 30.—Weather better; barometer 29.61, and we have topgallant sails on the ship for the first time in six days, and that, too, in the latter part of May. The barometer has thus gone up from 29.29 without a heavy gale of wind, though we have had a succession of strong, short gales. Latitude 40° 25′ 28″, longitude 30° 22′ 40″. Current 26 miles S. by E. Several sail in sight during the day.

Tuesday, May 31.—Weather pleasant once more, with a moderate breeze from the N. E. At 12:30 p. m. spoke an English brig, from Natal for London; learned from her that two sail in sight ahead were also English. Showed English colors to a Dutch bark. Current 24 miles S. E. Latitude 40° 54′ 25″ [N.], longitude 27° 15′ [W.].

Wednesday, June 1.—Weather fine; barometer 29.85; wind moderate from the N. N. W. Several sail in sight standing with us. Current 13 miles S. by E. Latitude 41° 35′ 26″, longitude 24° 15′.

Thursday, June 2.—Cloudy, clear, and cool (thermometer 63 at noon); barometer 29.83; wind from the northward and westward; current 15 miles S. E. Latitude 42° 7′ 39″, longitude 22° 15′. Calking the leaky deck over the cabin. Wind hauled to the southward and westward and died away during the night.

Friday, June 3.—Morning cloudy and ugly; wind fresh from the N. E. Under topsails at noon. Latitude 42° 18′, longitude 20° 30′. Current 11 miles S. E. Wind increased to a fresh gale during the night; close-reefed.

Saturday, June 4.—Morning squally; ugly-looking weather, improving toward noon; gale continues, with a rough sea; wind about N. N. E. Latitude 42° 10′ 24″, longitude 18° 4′ 15″. Current about 20 miles S. by W. The barometer is at 30 to-day, for the first time in 11 days. Boarded a Hamburg brig.

Sunday, June 5.—Weather fine; wind light from the northward and eastward. Boarded a Bremen brig and an English brig; rumor of a great battle and defeat of the Yankees. Current 15 miles S. Mustered the crew and read the Articles of War. Latitude 41° 58′ 27″, longitude 16° 31′ 15″. Toward night showed English colors to a Hanoverian brig. Nearly calm during the night.

Monday, June 6.—Weather fine; wind light from the westward. Passed a foreign-looking brig at some distance. Latitude 42° 31′ 37″, longitude 15° 42′. In the afternoon the weather thickened, and during the night the wind died away.

Tuesday, June 7.—Morning cloudy; weather clearing early; nearly calm. A light breeze sprang up about 9 a. m. from the westward. Latitude 43° 47′ 54″, longitude 14° 12′.

Wednesday, June 8.—Weather thick and rainy; wind S. W.; no observation. Latitude (D. R.) 45° 45′, longitude 12° 6′. Afternoon, wind northward and westward, fresh, with frequent rain squalls. Chased a ship some four or five hours, and at nightfall came up with and spoke a Spanish ship, from Singapore for Liverpool, the *Iverica;* weather quite cool.

Thursday, June 9.—Wind fresh from N. W.; weather clear, with passing squalls of slight rain. Hove to and sent a boat on board of the Italian barkentine *Rafalela*, from Genoa for Liverpool. Showed English colors to a Dutch bark running to the southward and westward. Latitude 47° 34′ 43″, longitude 9° 7′ 30″.

Friday, June 10.—Put the ship under steam at 2 a. m. Ugly, rainy morning, clearing sufficiently at noon to enable me to snatch latitude in the interstices of the clouds. A number of sail in sight. Latitude 49° 18′ 56″, longitude 6° 3′ 39″. There came up a regular thick channel southwester in the afternoon, and gave me much anxiety for the coming night, but luckily, when we were abreast of the Lizard, we were boarded by a channel pilot in one of their small sloop boats. I felt great relief to have him on board, as I was quite under the weather with cold and fever, and was but ill qualified physically for exposure to the weather, and watching through the night. And thus, thanks to an all-wise Providence, we have brought our cruise of the *Alabama* to a successful termination. Wretched, wretched English Channel! I pity the poor mariner who frequents you in winter time, with awful gales and long, long nights. Made the Start light at 11 p. m.

Saturday, June 11.—Morning, sun shining, but weather hazy At 10 a. m. made Cape La Hague, at 12 took on board a pilot, and at 12:30 entered the port of Cherbourg. Reported arrival to the vice-admiral maritime prefect, and obtained leave to land the prisoners. Sent them on shore at nightfall. Telegraphed arrival to Mr. Slidell at Paris.

Sunday, June 12.—Cloudy and cool. Mustered and inspected the crew. A quiet day, a few curious visitors only on board. Under the weather with cold and fever. We are here in the midst of the strawberry season, and the strawberries are very large and fine. Fine beef and mutton and milk and butter.

Monday, June 13.—Weather clear and cool. Received letters from Paris. Hearing that the enemy's steamer *Kearsarge* would arrive here in a day or two, I am still keeping the crew on board, and this afternoon we had a general exercise at quarters.

Tuesday, June 14.—Barometer down to 29.58. Weather ugly and cool, with an occasional spitting of rain. Great excitement on board, the *Kearsarge* having made her appearance off the eastern entrance of the breakwater at about 11 a. m. Sent an order on shore immediately for coal (100 tons) and sent down the yards on the mizzenmast and the topgallant yards, and otherwise preparing the ship for action.

Wednesday, June 15.—The admiral sent off his aid-de-camp to say to me that he considered my application for repairs withdrawn upon my making application for coal, to which I assented. We commenced coaling this afternoon. The *Kearsarge* is still in the offing. She has not been permitted to receive on board the prisoners landed by me, to which I had objected in a letter to the admiral. Mailed a note yesterday afternoon for Flag-Officer Barron, informing him of my intention to go out to engage the enemy as soon as I could make my preparations, and sent a written notice to the U. S. consul, through Mr. Bonfils, to the same effect. My crew seem to be in the right spirit, a quiet spirit of determination pervading both officers and men. The combat will no doubt be contested and obstinate, but the two ships are so equally matched that I do not feel at liberty to decline it. God defend the right, and have mercy upon the souls of those who fall, as many of us must. Barometer low, and weather unusually cold and blustering for the middle of June.

Thursday, June 16.—Cool and cloudy, with occasional rain. Wind blowing fresh. Coaling ship. Some lady visitors on board. The enemy's ship still standing off and on the harbor.

Vessels ransomed by the C. S. S. Alabama, 1862 to 1864.

Date.	Vessels ransomed.	Amount of bond.
1862.		
Oct. 3	1. Emily Farnham, released as cartel	
Oct. 9	2. Tonawanda, of Philadelphia	$80,000
Oct. 29	3. Baron de Castine, of Castine	6,000
Dec. 5	4. Schooner Union, of Baltimore	1,500
Dec. 9	5. Steamer Ariel, of New York	261,000
1863.		
Feb. 27	6. Ship Washington, of New York	50,000
Mar. 1	7. Ship Bethia Thayer, of Rockland, Me	40,000
Mar. 15	8. American ship Punjaub, of Boston	55,000
Mar. 23	9. American ship Morning Star, of Boston	61,750
May 25	10. American bark Justina, of Baltimore	7,000
	Total	562,250

Vessels overhauled by the C. S. S. Alabama, 1862 to 1864.

Date.	Vessels overhauled.	Disposition.	Value, and names of appraisers.
1862.			
Aug. 30	French brig	Permitted to proceed	
Aug. 31	Portuguese brig	do	
Sept. 2	French bark	do	
Sept. 5	U. S. whaling ship Ocmulgee	Burned (1)	$50,000; Kell and Armstrong.
Sept. 6	French bark	Permitted to proceed	
Sept. 7	U. S. merchant schooner Starlight	Burned (2)	$4,000; Lieutenant Armstrong.

Vessels overhauled by the C. S. S. Alabama, 1862 to 1864—Continued.

Date.	Vessels overhauled.	Disposition.	Value, and names of a praisers.
1862.			
Sept. 8	Portuguese brigantine	Permitted to proceed	
Sept. 8	U. S. whaling bark Ocean Rover	Burned (3)	$70,000; Kell and Low.
Sept. 9	U. S. whaling bark Alert	Burned (4)	$20,000; Kell and Low.
Sept. 9	Portuguese whaling brig	Permitted to proceed	
Sept. 9	U. S. whaling schooner Weather Gauge	Burned (5)	$10,000; Armstrong.
Sept. 10	Danish bark	Permitted to proceed	
Sept. 10	English ship	do	
Sept. 12	Portuguese bark	do	
Sept. 13	U. S. whaling brig Altamaha	Burned (6)	$3,000; Kell and Low.
Sept. 13	Spanish bark	Permitted to proceed	
Sept. 14	U. S. whaling ship Benjamin Tucker	Burned (7)	$18,000; Kell.
Sept. 16	U. S. whaling schooner Courser	Burned (8)	$7,000; Kell and Low.
Sept. 17	U. S. whaling bark Virginia	Burned (9)	$25,000; Kell and Low.
Sept. 18	French brig	Permitted to proceed	
Sept. 18	U. S. whaling bark Elisha Dunbar	Burned (10)	$25,000; Wilson.
Sept. 29	French bark, of Bordeaux	Permitted to proceed	
Oct. 3	U. S. ship Brilliant (cargo of grain)	Burned (11)	$164,000; Kell.
Oct. 3	U. S. ship Emily Farnham, New York to Liverpool.	Neutral cargo; released and made a cartel.	
Oct. 4	Prussian bark, New York to Europe	Permitted to proceed.	
Oct. 5	French bark, New York to Cherbourg	do	
Oct. 5	Oldenham brig	do	
Oct. 7	American bark Wave Crest	Burned (12)	$44,000; Kell.
Oct. 7	American brig Dunkirk	Burned (13)	$25,000; Kell.
Oct. 9	American ship Tonawanda	Converted into a cartel and released on ransom bond.	
Oct. 9	English brig	Permitted to proceed	
Oct. 10	Mecklenburg ship	do	
Oct. 11	North American ship Manchester	Burned (14)	$164,000; Low.
Oct. 13	Spanish ship	Permitted to proceed	
Oct. 14	Danish ship	do	
Oct. 14	French schooner	do	
Oct. 14	English ship for St. John	do	
Oct. 15	North American bark Lamplighter	Burned (15)	$117,600; Low.
Oct. 17	English ship	Permitted to proceed.	
Oct. 20	English bark	do	
Oct. 20	Dutch brig	do	
Oct. 21	English bark, of Sunderland	do	
Oct. 23	English brig	do	
Oct. 23	North American bark Lafayette	Burned (16)	Ship $49,000, cargo $51,37 total $100,337; Low.
Oct. 24	English brig, from St. Andrews, N. B.	Permitted to proceed	
Oct. 26	North American schooner Crenshaw	Burned (17)	Schooner $11,680, carg $22,189; Armstrong.
Oct. 28	North American bark Lauraetta	Burned (18)	Bark $15,000, carg $17,880; Wilson.
Oct. 29	Dutch bark	Permitted to proceed	
Oct. 29	North American brig Baron de Castine.	Captured and released on bond and made a cartel.	
Nov. 1	English bark	Permitted to proceed	
Nov. 1	French bark	do	
Nov. 2	North American whaling ship Levi Starbuck.	Burned (19)	$25,000; Kell.
Nov. 8	North American ship T. B. Wales	Burned (20)	$245,625; Kell.
Nov. 11	English brig	Permitted to proceed	
Nov. 6	French bark	do	
Nov. 11	English bark	do	
Nov. 15	Spanish ship	do	
Nov. 29	English bark	do	
Nov. 30	Spanish schooner	do	
Nov. 30	U. S. bark Parker Cook	Burned (21)	$10,000; Kell.
Dec. 1	Spanish brig	Permitted to proceed	
Dec. 1	Dutch galiot	do	
Dec. 1	Spanish bark	do	
Dec. 2	Spanish schooner	do	
Dec. 3	Spanish brig	do	
Dec. 3	English brig	do	
Dec. 3	Oldenburg bark	do	
Dec. 3	French bark	do	
Dec. 4	Spanish bark	do	
Dec. 5	American schooner Union	Neutral cargo; released on ransom bond.	
Dec. 7	U. S. mail steamer Ariel	Captured and released on ransom bond.	
Dec. 8	Dutch bark	Permitted to proceed	
Dec. 9	English schooner	do	
Dec. 9	German brig	do	

Vessels overhauled by the C. S. S. Alabama, 1862 to 1864—Continued.

Date.	Vessels overhauled.	Disposition.	Value, and names of appraisers.
1863.			
Jan. 11	U. S. S. Hatteras	Sunk (22)	$160,000; Kell and Freeman.
Jan. 17	English brig	Permitted to proceed	
Jan. 26	American bark Golden Rule	Burned (23)	$112,000; Kell.
Jan. 27	Spanish brig	Permitted to proceed	
Jan. 27	American brig Chastelaine	Burned (24)	$10,000; Low.
Jan. 30	Spanish schooner	Permitted to proceed	
Feb. 2	English brig	do	
Feb. 2	Hamburg bark	do	
Feb. 3	U. S. schooner Palmetto	Burned (25)	$18,430; Kell.
Feb. 6	Spanish brig	Permitted to proceed	
Feb. 11	English schooner	do	
Feb. 13	do	do	
Feb. 21	American bark Olive Jane	Burned (26)	$43,208; Kell.
Feb. 21	American ship Golden Eagle	Burned (27)	$61,000; Kell.
Feb. 22	English bark	Permitted to proceed	
Feb. 22	Dutch bark	do	
Feb. 22	English bark	do	
Feb. 23	Three English ships	do	
Feb. 23	French bark	do	
Feb. 24	do	do	
Feb. 24	Portuguese brig	do	
Feb. 25	Dutch bark	do	
Feb. 25	English brig	do	
Feb. 26	English four-master	do	
Feb. 26	English bark	do	
Feb. 26	Hamburg bark	do	
Feb. 26	English ship	do	
Feb. 26	French ship	do	
Feb. 26	English (Maltese) brig	do	
Feb. 27	Portuguese bark	do	
Feb. 27	English ship	do	
Feb. 27	North American ship Washington	Captured and released on ransom bond.	
Feb. 27	English ship	Permitted to proceed	
Feb. 28	do	do	
Feb. 28	English bark	do	
Feb. 28	French ship	do	
Mar. 1	American ship Bethia Thayer	Ransomed	
Mar. 1	English bark	Permitted to proceed	
Mar. 1	Maltese brig	do	
Mar. 2	American ship Jno. A. Parke	Burned (28)	$66,157; Kell.
Mar. 2	English bark	Permitted to proceed	
Mar. 6	Spanish brig	do	
Mar. 7	English brig	do	
Mar. 8	Norwegian bark	do	
Mar. 8	English schooner	do	
Mar. 8	English bark	do	
Mar. 15	American ship Punjaub	Released on ransom bond.	
Mar. 16	English ship	Permitted to proceed	
Mar. 21	Dutch ship	do	
Mar. 22	English bark	do	
Mar. 23	U. S. ship Morning Star	Released on ransom bond.	
Mar. 23	U. S. whaling schooner Kingfisher	Burned (29)	$2,400; Kell.
Mar. 24	Spanish ship	Permitted to proceed	
Mar. 24	English ship	do	
Mar. 25	English bark	do	
Mar. 25	English brig	do	
Mar. 25	U. S. ship Nora, of Boston	Burned (30)	$76,636; Kell.
Mar. 25	U. S. ship Charles Hill	Burned (31)	$28,450; Kell.
Mar. 25	Sardinian bark	Permitted to proceed	
Mar. 28	English bark	do	
Mar. 30	do	do	
Apr. 3	French ship	do	
Apr. 4	U. S. ship Louisa Hatch	Burned (32)	$38,315; Kell.
Apr. 5	English bark	Permitted to proceed	
Apr. 6	Brazilian schooner	do	
Apr. 15	U. S. whaling bark Lafayette	Burned (33)	$20,908; Kell.
Apr. 15	U. S. whaling brig Kate Cory	Burned (34)	$10,568; Kell.
Apr. 24	U. S. whaling bark Nye	Burned (35)	$31,127; Kell.
Apr. 26	U. S. ship Dorcas Prince	Burned (36)	$44,108; Kell.
Apr. 29	Hanoverian brig	Permitted to proceed	
May 1	English brig	do	
May 1	Austrian brig	do	
May 1	English brig	do	
May 1	English hermaphrodite brig	do	
May 3	U. S. ship Sea Lark	Burned (37)	$550,000; Kell.
May 3	U. S. bark Union Jack	Burned (38)	$77,000; Kell.

Vessels overhauled by the C. S. S. Alabama, 1862 to 1864—Continued.

Date.	Vessels overhauled.	Disposition.	Value, and names of appraisers.
1863.			
May 4	Spanish brig	Permitted to proceed	
May 4	Uruguayan brig	do	
May 5	Spanish brig	do	
May 8	Norwegian brig	do	
May 9	English brig	do	
May 10	Danish bark	do	
May 11	Spanish brig	do	
May 21	Hamburg brig	do	
May 23	English ship	do	
May 24	Dutch ship	do	
May 25	American ship Gildersleeve	Burned (39)	Ship $60,000, cargo $2,7 Kell.
May 25	American bark Justina	Ransomed	
May 25	Dutch bark	Permitted to proceed	
May 27	do	do	
May 28	French ship	do	
May 28	English ship	do	
May 29	American ship Jabez Snow	Burned (40)	Ship $68,672, cargo $4,1 Kell.
June 2	American bark Amazonian	Burned (41)	$97,665; Armstrong.
June 3	English hermaphrodite brig	Permitted to proceed	
June 5	American ship Talisman	Burned (42)	$139,195; Armstrong.
June 6	English ship	Permitted to proceed	
June 8	Hanoverian brig	do	
June 13	English bark	do	
June 16	French bark	do	
June 16	English bark	do	
June 16	do	do	
June 16	English ship	do	
June 17	Norwegian brig	do	
June 19	Bremen bark	do	
June 20	American bark Conrad	Fitted up as tender (43)	Bark $15,000, cargo $85,9 total, $100,936; Kell.
June 21	English bark	Permitted to proceed	
June 25	Spanish bark	do	
June 26	French ship	do	
June 28	English ship	do	
June 29	do	do	
June 29	English bark	do	
July 1	do	do	
July 2	American ship Anna F Schmidt	Burned (44)	$350,000; Kell.
July 2	English ship	Permitted to proceed	
July 2	English frigate	do	
July 6	American ship Express	Burned (45)	Ship $57,000, cargo $64,3 Kell.
July 22	English ship	Permitted to proceed	
July 26	Dutch ship	do	
July 26	English ship	do	
July 26	do	do	
July 27	English schooner	do	
Aug. 5	American bark Sea Bride	Sold for $16,940 (46)	
Aug. 9	English bark	Permitted to proceed	
Aug. 9	American bark Martha Wenzel	Could not capture, being in British waters	
Aug. 15	English bark	Permitted to proceed	
Aug. 17	English ship	do	
Aug. 18	do	do	
Aug. 19	English bark	do	
Aug. 21	Dutch bark	do	
Aug. 22	English ship	do	
Aug. 23	Dutch bark	do	
Aug. 24	do	do	
Sept. 2	English ship	do	
Sept. 3	English bark	do	
Sept. 7	English ship	do	
Sept. 8	Three English ships	do	
Sept. 8	English bark	do	
Sept. 9	do	do	
Sept. 9	English ship	do	
Sept. 11	English bark	do	
Sept. 25	English ship	do	
Oct. 3	English steamer	do	
Oct. 26	English ship	do	
Oct. 29	Dutch ship	do	
Oct. 31	English ship	do	
Oct. 31	Dutch bark	do	
Oct. 31	Two English ships	do	
Nov. 2	English ship	do	
Nov. 4	French ship	do	
Nov. 4	Dutch bark	do	
Nov. 6	English ship	do	

Vessels overhauled by the C. S. S. Alabama, 1862 to 1864—Continued.

Date.	Vessels overhauled.	Disposition.	Value, and names of appraisers.
1863.			
Nov. 6	American bark Amanda	Burned (47)	Ship $41,860, cargo $62,582; total $104,442.
Nov. 8	Dutch bark	Permitted to proceed	
Nov. 10	American ship Winged Racer	Burned (48)	Ship $87,000, cargo $63,000; total $150,000.
Nov. 11	American ship Contest	Burned (49)	Ship $72,815, cargo $50,000; total $122,815.
Nov. 19	English ship	Permitted to proceed	
Nov. 20	Siamese bark	do	
Nov. 20	French bark	do	
Nov. 21	Norwegian bark	do	
Nov. 22	English ship	do	
Nov. 23	do	do	
Nov. 23	English bark	do	
Dec. 21	Dutch bark	do	
Dec. 24	American bark Texan Star, under English colors.	Burned (50)	$97,628.
Dec. 25	English bark	Permitted to proceed	
Dec. 25	French ship	do	
Dec. 26	American ship Sonora	Burned (51)	$46,545.
Dec. 26	American ship Highlander	Burned (52)	$75,965.
Dec. 26	Bremen ship	Permitted to proceed	
Dec. 30	English ship	do	
1864.			
Jan. 4	do	do	
Jan. 5	French ship	do	
Jan. 7	English bark	do	
Jan. 14	American ship Emma Jane	Burned (53)	$40,000.
Jan. 14	English bark	Permitted to proceed	
Jan. 16	French ship	do	
Jan. 17	English ship	do	
Jan. 17	Two English barks	do	
Jan. 18	Portuguese bark	do	
Jan. 19	English ship	do	
Feb. 25	do	do	
Mar. 7	do	do	
Mar. 9	do	do	
Mar. 9	French ship	do	
Mar. 9	Dutch bark	do	
Mar. 11	Dutch ship	do	
Mar. 13	English ship	do	
Mar. 13	Hamburg bark	do	
Mar. 18	Spanish bark	do	
Mar. 20	English ship	do	
Mar. 20	English schooner	do	
Mar. 20	Dutch ship	do	
Apr. 17	Italian bark	do	
Apr. 17	French ship	do	
Apr. 18	Hamburg bark	do	
Apr. 23	American ship Rockingham	Burned (54)	$97,878.
Apr. 23	English ship	Permitted to proceed	
Apr. 24	do	do	
Apr. 25	English bark	do	
Apr. 26	do	do	
Apr. 27	American bark Tycoon	Burned (55)	$390,000.
May 10	Hamburg brig	Permitted to proceed	
May 15	Portuguese brig	do	
May 15	Spanish brig	do	
May 19	French bark	do	
May 20	English ship	do	
May 21	do	do	
May 23	English bark	do	
May 24	English schooner	do	
May 26	French ship	do	
May 28	English barkentine	do	
May 31	Dutch bark	do	
May 31	English brig	do	
June 4	Hamburg brig	do	
June 5	Bremen brig	do	
June 5	English brig	do	
June 5	Hanoverian brig	do	
June 8	Spanish ship	do	
June 9	Italian barkentine	do	
June 9	Dutch bark	do	

Burned	$4,613,914
Bonded	562,250
Total	5,176,164

Cruise of the C. S. S. Georgia.

Report of Lieutenant Evans, C. S. Navy, commanding C. S. S. Georgia, regarding the future movements of that vessel.

C. S. S. GEORGIA,
Bordeaux, April 14, 1864.

SIR: I have the honor to acknowledge the receipt of your communication* of the 12th instant, containing instructions for the movements of this vessel.

It will, of course, be necessary to leave French waters as soon as my repairs are finished, and I regret that the *Rappahannock* will not be ready to sail with me, as I do not see any possibility of our ever meeting unless we leave as nearly as possible at the same time.

If I do not find a cruiser of the enemy at the rendezvous appointed, I will nevertheless be reported, and if the *Rappahannock* is not there must leave immediately.

I have fully discussed all these points with Captain Fauntleroy, and his opinion coincides with mine, and I have informed him that unless I was positively certain before leaving that he would follow me in a day or two I should simply repair to the rendezvous, and if I did not find him there I would return.

It will take fourteen days' coal, full steaming, to go to the rendezvous and return to Liverpool, probably more. To Southampton would be at least fourteen days, and I then would have only five days' fuel left. Leaving a margin of two days, there would remain three for cruising on the coast. I am satisfied that such a trip† as I made before is no longer practicable. We now labor under more disadvantages, because everybody knows in Calais, in Paris, and probably here the object we have in view. This intention is well known to the enemy, and it is equally certain that their cruisers are on the lookout for us.

Since, then, it is so important that the *Georgia* should return safely, I shall make that a paramount consideration under all circumstances.

I have not yet received the £1,000 from Captain Bulloch that I made a requisition for the other day. I hope it will be forthcoming.

Respectfully, your obedient servant,

W. E. EVANS,
Lieutenant, Commanding.

Flag-Officer S. BARRON,
Paris.

Report of Lieutenant Evans, C. S. Navy, commanding C. S. S. Georgia, regarding the time of departure of that vessel from Bordeaux.

C. S. S. GEORGIA,
Bordeaux, April 22, 1864.

SIR: I received your letter of the 20th to-day. I have been some time expecting to see Captain Bulloch, and hope he will be here to-night.

I received a day or two since a letter from the commissary-general of marine, asking when I will go to sea. I replied that I would inform him at the end of the week. The gear wheel is finished and the repairs to the brasses, etc., are now underway on shore.

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*Not found.

†He alludes to a trip he made a short time before to the coast of Morocco to meet the *Rappahannock*, but the latter did not get out from Calais. No official report of this trip found.—COMPILERS.

I think it probable that I will be ready to leave by Sunday night or on Monday.

I shall inform you before leaving of the arrangements made with Captain B[ulloch].

I hope, sir, you will let me know if possible about the *R[appahannock]* before I leave.

Respectfully, etc.

W. E. EVANS,
Lieutenant, Commanding.

Flag-Officer S. BARRON,
Paris.

[No further official documents relative to the cruise of the C. S. S. *Georgia* found. She arrived at Liverpool, England, May 2, 1864, and was sold to an English merchant June 1, 1864. She was captured August 15, 1864, by the U. S. S. *Niagara*, and sent to the United States as a prize.—COMPILERS.]

Correspondence respecting the proposed cruise of the C. S. S. Rappahannock.

Letter from Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, to Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, regarding a rendezvous for that vessel with the C. S. S. Georgia.

C. S. S. RAPPAHANNOCK,
Calais, April 13, 1864.

SIR: The time when the *Georgia* must sail from Bordeaux is so near at hand that it becomes necessary to have a fixed programme arranged and understood between her commander and myself; but the difficulty with regard to this remains quite as insuperable as it did at the time we two conferred here upon the subject.

It appears to be quite an indefinite matter as to this ship, so far as the French Government are concerned, and in spite of my best efforts there is no certainty when the ship will be able to go to sea, lacking the necessary firemen and crew.

There is, then, so much uncertainty of my ever meeting with the *Georgia*, and such great assurance that her battery will be next thing to useless in this ship, that I beg to suggest most earnestly that an arrangement may be made to get out other guns. I am utterly loath to take to sea an inefficient ship when the risk is so great—amounting in this case to nine out of ten chances—that the honor of the flag and my own reputation will suffer in consequence. Captain Bulloch writes me word he will pass through here in a day or two en route for the south of France. I propose to join him and see you in Paris in regard to this matter. B[ulloch] evidently thinks there need be no difficulty about getting out other guns.

Most respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Flag-Officer S. BARRON.

Instructions from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the arming of that vessel.

PARIS, April 14, 1864.

SIR: *Yesterday I received* a letter from Lieutenant-Commander *Evans, informing me that the Georgia* will be ready, in all probability,

for sea in a week from the date of his letter. We shall press for a decision in the case of the *Rappahannock* on an early day in the next week. It is therefore desirable that your ship be ready for sea as early as possible. I have considered and weighed well all the circumstances belonging to the case and condition of the *Rappahannock*, and have arrived at the determination to arm her with the battery now on board the *Georgia*, with which she can do the work required of her in destroying the enemy's commerce and spreading a wholesome alarm amongst the insurance offices to which United States merchant vessels would apply. I fully appreciate the anxiety and diffidence with which an officer of merit and gallantry goes to sea in a fine vessel insufficiently armed for contest with an enemy's vessel of equal size and tonnage, but such is the condition of our country that it has become a matter of the last importance that we use every method and means at our command to damage and annoy the commerce of our enemy, and with this view of the case you must cruise and forego the opportunities of professional distinction which is ever attractive in the eyes of officers of enterprise and patriotism. I have ordered Evans to sail when he is in all respects ready, and cruise in the neighborhood of the place designated as a rendezvous until you join him or he shall have run short of provisions and fuel, in which latter event, without your meeting, he shall return to some European port, and you will make the best of your way to the Confederacy, exercising your own judgment and discretion as to the port into which you will enter. Upon your arrival you will report to the honorable Secretary of the Navy.

Should you succeed in arming your ship, the cruise marked out in the sailing orders* which you have will be modified by yourself in such manner as you may deem fit in order to do most damage to the enemy.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant Commanding C. M. FAUNTLEROY, C. S. Navy.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the battery for that vessel.

C. S. S. RAPPAHANNOCK,
Calais, April [14], 1861

MY DEAR SIR: I am in receipt of yours of the 9th instant, since which I presume you have seen Evans. We conferred fully without being able to arrive at any satisfactory results. Of this fact you are already aware, for at the last moment I thought it best to write you officially upon the subject. It may have occasioned some surprise, my stating that from Evans I had learned for the first time the exact character of the *Georgia's* battery; but you will recollect that it has been to me a matter of very recent importance, and I confess that, knowing of a purpose to make the transfer as long back as the date of the *Georgia's* departure from Cherbourg last, I had, in thinking of the matter at all, concluded in my own mind that such an arrangement possessed all the essentials of peculiar fitness. From information derived from Evans it appears certain that he has but one gun that will be of use to this vessel, and it is a most important and serious question to decide whether, even with the other two 30-pounders, the battery would be such as could be usefully employed on board so large a vessel as this is.

*See Vol. 2, p. 819.

With a battery I could possibly do some good in an attack upon the enemy's blockading fleet by taking them at a surprise. They certainly would be surprised if the venture were made with the guns which it is proposed I should take, and the result would be our disgrace in all human likelihood. It then becomes a question, What is it that is best for the ship to do under the circumstances? There are very few merchantmen under the enemy's flag, and the danger of encountering a largely superior force at every turn would impair my confidence so greatly that I should be ever hesitating to approach a stranger at sea. Again, such are the conditions of her case that it is impossible to keep the sea for more than six weeks in any contingency. She is a large ship, and if obliged to go to the Confederacy, her draft of water being 12½ feet, there are but two ports, Mobile or Charleston, that she could attempt to enter, and in each case would have to fight, most likely, to succeed. To have to look to the Confederacy for a suitable battery would look most strange indeed. Now, my dear sir, from all this it must appear to you as it does to me, namely, if the ship is fit to go to sea as a man-of-war, she should have a battery in a greater degree suitable for her than the *Georgia's* will be. The proposition is a very clear one, and the calculation easy, whether with the great expense that we shall be at in maintaining an inefficient vessel afloat for a little while, with the certainty of encountering early or later a superior force, is likely to prove advantageous to our cause or not.

I think it would be best to send a battery for the ship to the East or West Indies sooner than go as we propose doing, and I sincerely trust you will concur in this view of the case.

It is something gained to have the promise of an experimental trip, but it is not all we should expect or exact. We have been kept here to our great injury. I am getting men, but it is a very slow process.

Yours, very truly and respectfully,

CHS. M. FAUNTLEROY.

[Flag-Officer S. BARRON, C. S. Navy,
Paris, France.]

Instructions of Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the movements of that vessel.

[APRIL 16, 1864.]

I have received your letter of the 14th instant, and after having duly weighed all the facts and chances set forth therein have concluded that in the exigencies of the case it is our solemn duty to venture all the risks and make the effort to get to sea, and effect a meeting with the supply ship, which will soon be ready, as Commander Bulloch informs me. Should we fail to get out or be captured in the effort to do so, we shall have the consolation of knowing that we have performed our duty to the very best of our abilities, and under circumstances the most trying and vexatious.

Our country demands of us in her present emergency exertions and sacrifices of the most heroic character; and I feel that confidence in your intelligence, energy, and skill as a seaman and officer which will insure success if it be attainable. If you get to sea and fail from any cause in meeting the supply vessel, I see no alternative but to run for a port in the Confederate States. Should your judgment deem this, when the emergency *shall arise, too* hazardous, some port had best be

entered and a sale of the ship made. If we fail in this effort to arm your vessel or reach the Confederacy, I see no hope of success elsewhere.

If success attend your efforts to make the ship an efficient cruiser against the commerce of the enemy, you are authorized to depart from your original instructions as you may deem right.

The Department is very anxious to see a dash among the vessels on the New England coast, and I shall be pleased if you can accomplish so desirable a feat.

[S. BARRON.]

[CHARLES M. FAUNTLEROY.]

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding a crew for that vessel.

C. S. S. RAPPAHANNOCK,
Calais, April 17, 1864.

SIR: I have the honor to acknowledge the receipt of your orders dated the 14th instant. Every effort has been made to get the ship in a condition to be able to leave this port. I have spared neither expense nor time in the endeavor to procure engineers, firemen, and foremast hands. I have now four of the former named, while one of this number wishes to leave, and is, besides, not altogether capable. I hold on to him for lack of a better man. Numbers have been tried in various ways, but it is evident that a widespread distrust of the ship prevails to deter them from engaging. I have succeeded in getting some firemen and some deck hands, and if required to put to sea can do so, though shorthanded and unable to report the vessel as in proper condition. Without higher ambition than a strong desire to render some service to our great cause, you may assuredly count upon me as one ready to undertake any enterprise, however unpromising.

I have the honor to be, very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Flag-Officer S. BARRON.

Letter from Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, to Flag-Officer Barron, commanding naval force in Europe, complaining of treatment of his command by the authorities at Calais, France.

C. S. S. RAPPAHANNOCK,
Calais, May 2, 1864.

MY DEAR SIR: I have been driven to address to the authorities here the enclosed letter, in consequence of a series of petty insults and annoyances which they have given and permitted toward my command recently.

I send a copy with a view that it may be forwarded to the minister of marine, as these people are powerless only as their small functions admit of for insult, and any address [redress] must come, first and last, from Paris.

I send herewith also a letter from my executive officer, which very clearly sets forth a case wherein the effort was most clearly purposed to treat the ship with disrespect, and carried out, too, in so far that the farce has been gone through with of having a trial for damages and an award given against the ship by the tribunal of commerce, which

used to summon witnesses or to swear them, and judgment given on the evidence solely of the captain of the *Nil*, his men, *ipse dixit*, ainst the facts of the case known to both the crew and officers of s ship.

This tribunal of commerce is merely a court of arbitration, accus-ned to deal with merchant vessels, and I shall disregard any judg-nt they may render in regard to this ship upon the grounds that ey have no jurisdiction. Unless something is done to put an end to s settled purpose of annoyance which it is clearly the intention of se people to perpetrate as long as possible, the effect upon the dis-line of the vessel will be most injurious. I am required to move the ssel backward and forward almost daily, upon some pretext or other, ile the utmost respect and noninterference is shown to the French n-of-war near us. I am very far from wishing to make trouble or e these people any sort of cause for complaint, but they have evi-ntly been acting toward this ship in the manner described from xation at our taking up the room which we do in this little basin, and cause they have never been told by the Paris authorities to respect s ship as a national vessel. I can go to sea in forty-eight hours if quired, and I think the vessel had better be given over at once rather an tamely put up with insult.

These are my views, which, together with the facts stated, have been mly considered, and I beg you to give them careful consideration. I am not ready to go to sea without having a trial trip first, but it is tter to go, as I have said, rather than put up with insolence of these t officials. I have no intercourse with the man-of-war; they have nced no disposition to regard us favorably, but have kept themselves ictly aloof.

[CHARLES M. FAUNTLEROY,
Lieutenant, Commanding.]

Flag-Officer BARRON, C. S. Navy,
Paris, France.]

[Enclosures.]

C. S. S. RAPPAHANNOCK,
Calais, May 1, 1864.

SIR: It is superfluous to enter upon any of the earlier details attend-g the admission and entrance of this ship into this harbor; but a neral recapitulation of the facts is material to my present purpose of dressing you, and through you this communication to the minister marine at Paris.

The *Rappahannock* entered this port on the 26th of November, 1863. the 4th of February she was ordered to sea, but not having received coal, it was found impossible to comply with the order. On the 9th bruary (before her coal had arrived) her then commander received a tification from the minister of marine, through you, to the effect that s ship would not be permitted to leave this port until further orders m the minister of marine were received.

On the 17th of February the vessel received her coal, but her com-nder waited until about the 22d before signifying his readiness to part, which he then did, but the permission was not granted. Since s latter date the *Rappahannock* has been detained here for reasons ssigned.

The foregoing history of this vessel, which embraces the period be-een her admission into this port and the time when permission was ased her to leave, has been furnished by my predecessor in the mmand.

For the period following, since which time I have been in command, the history of the vessel may be briefly but correctly stated to be: Repairing damages to hull, etc., in consequence of the ship having been detained here. Such, indeed, is the extent of injury to the ship from having to lay aground in this basin for so long a time that I have represented the importance of docking her as the only means of rectifying the defects occasioned thereby.

With the hopes of being able to place my command in a condition suitable to leave the port, I have forborne to ask at an earlier date the cause for the unusual and otherwise remarkable prohibition put upon my departure.

But the moment has arrived when it becomes my duty to fix a definite period to the delay which has been imposed upon my actions in derogation of the dignity of the flag which it is my high honor to serve by informing you that if on the 16th of May the injunction upon this ship's departure be not removed and no explanation for her detention be given, I shall proceed to take an inventory of the effects on board, at which any authorized agent of the French Government, designated by yourself, can be present, discharge my crew, withdraw the officers, haul down the flag, and deliver over the vessel to the authorities of the French Government at this place.

I have the honor to be, sir, very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

The COMMISSIONER OF MARINE OF THE PORT OF CALAIS.

—

C. S. S. RAPPAHANNOCK,
Calais, May 2, 1864.

SIR: The continued discourtesy which one of the subordinates of the captain of this port practices toward my command obliges me to address you on the subject.

It was but a few days back that this person, whose name I do not know, but who officiates as a subordinate of the harbor master, said to the officer in charge of this ship's deck that he would to-morrow move this vessel out into the middle of the basin. This same party, in a conversation with the executive officer of my vessel relative to some change of position desired of me, said to my executive that he did not know whether this ship was a man-of-war or not. I regard both observations as intended impertinence on the part of this official; but whether it be ignorance or not, the conduct of this official toward my command has been highly offensive, and I have the honor to inform you that I have given orders forbidding intercourse or communication of any character delivered through this person.

I have therefore to request that hereafter, in whatever way or for whatever purpose that it may be necessary to communicate with my command, that you will give such instructions as will prevent for the future all discourtesy to my nationality.

A copy of this communication I shall forward to the captain of the port, that there may be no doubt that the proper authority has been applied to.

Very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, *Commanding, C. S. Navy.*

The COMMISSARY OF THE PORT OF CALAIS.

C. S. S. RAPPAHANNOCK,
Calais Basin, April 27, 1864.

SIR: It becomes my duty to report to you that yesterday afternoon at about 7 o'clock two persons came on board this vessel, one of whom stated in broken English that the other was the captain of the French ship *Nil*, lying just ahead of us, and said that they wished us to move this vessel, adding that it was the order of the captain of the port.

On my declining to accede to his request the person said to be the captain of the *Nil* turned from me and in a very insulting manner went ashore. A few minutes later I observed that the vessels astern of us had moved 4 or 5 fathoms from us, seemingly to enable this vessel to move in the same direction. To this I called the attention of the person who had acted as interpreter, who was still on board, and on ascertaining from him that this short distance was all the captain of the *Nil* wished us to move told the interpreter that we would do so willingly, as a matter of accommodation, without waiting for an order from the captain of the port. I then immediately obtained your permission to move the ship, and sent a request to the captain of the *Nil* to return on board this vessel, by the interpreter. The latter soon returned with a refusal from the captain of the *Nil* to my request.

A few moments after it was reported to me by the officer of the deck that the vessel just ahead (the *Nil*) was hauling into us and endangering our head rigging. I at once suspected that this merchant shipmaster, who had behaved so insultingly a few moments before, now intended to inflict some injury on this vessel, and hastened forward to see if such were the case. On reaching the bows of this ship I found that his jib and flying jib booms were projecting over our forecastle, and his head booms being much higher than ours, his jib and flying guys were bearing heavily against our fore-topgallant stay and jib stay, and that his vessel was still approaching this one; at the same time his port martingale back-rope was pressing heavily on the port jib guy of this vessel. Thus at the same time our fore-topgallant mast and jib boom were endangered. As the vessel still approached us, in order to save the mast I was compelled to order his jib and flying jib guys cut, and slacked up our port jib guy to save the boom. After this his vessel still advanced a little more than a fathom and stopped. Had the cutting of his guys been delayed a minute longer the fore-topgallant mast of this vessel must certainly have been carried away.

I have stated this matter thus minutely in order to call your attention to the deliberate insult offered us by this insolent merchant captain, and to his reckless and passionate attempt to compel this vessel to make way for his, at his convenience, regardless of consequences, when at the same time he could so easily have obtained all he wished by exercising common courtesy to us, or by applying to the authorities on shore. Even the consideration of time can not be urged in his defense, because it was late in the afternoon, when work usually ceases, and at a time when a delay of a few hours was of no importance.

I am, sir, very respectfully, your obedient servant,

GEO. S. SHRYOCK,
First Lieutenant, C. S. Navy, Executive Officer.

Lieutenant Commanding CHS. M. FAUNTLEROY, C. S. Navy,
Commanding C. S. S. Rappahannock, Calais Harbor.

I have carefully enquired into the case as stated by the executive officer, Lieutenant George S. Shryock, and am confident that his statement can be corroborated by a number of both the officers and the crew of this ship.

Respectfully, etc.,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

—

[Translation.]

TRIBUNAL OF COMMERCE OF CALAIS,
Sitting of April 30, 1864.

CAPTAIN REGNAULT, COMMANDER OF THE FRENCH VESSEL NIL,

v.

THE COMMANDER OF THE AMERICAN VESSEL RAPPAHANNOCK.

Considering that when the captain of the ship *Nil* was preparing to go alongside the quay and next the *Rappahannock*, according to orders from the captain of the port, he hailed the captain of that steamer in order to get him to let go his bowlines to give him room to come alongside;

That to this request of the captain of the *Nil* the captain of the *Rappahannock* replied by a refusal, pretending that the request had not been made with sufficient politeness;

That in consequence of his being so disobliging the captain of the *Nil* had to take in his bowsprit even with that of the *Rappahannock*, as happens daily in our dock, in order to reach the quay;

That the captain of the *Rappahannock* did not try to assist by casting off his bowlines so as to drop astern several feet, and that he waited until the two bowsprits were fouled, and then ordered his crew to cut the head gear of the ship *Nil;*

In view of the fact that it is not established that the fouling of the two bowsprits was of such a nature as to damage the rigging of the *Rappahannock;*

That the captain of the *Rappahannock*, in admitting that he feared injury to his rigging consequent on the maneuver of the *Nil*, had not the right to prevent the fouling of the rigging of the *Nil* with his bowsprit by cutting it;

That his duty was not to oppose the coming alongside of said vessel and to aid her as much as possible by dropping his vessel astern a few feet;

That helping one another as captains should in similar circumstances, if damage had been done to the *Rappahannock* by the *Nil*, that vessel would have had the right to demand reparation;

In view of the fact that if in this circumstance there are injuries and damages they proceed from the act of the captain of the *Rappahannock*, who could have prevented them;

That there is reason to lay to his charge the responsibility of the above and to estimate the amount:

On these grounds the board, after having deliberated conformably with the law, condemns the captain of the *Rappahannock* to pay, as indemnity for the injury to the captain of the *Nil*, the sum of 200 francs and costs.

Ordered, That the present decision be executed according to law.

Letter from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, fixing day of final action regarding departure of that vessel.

PARIS, *May 3, 1864.*

MY DEAR SIR: Your note of yesterday's date, with its enclosures, is received. It is to be regretted that the executive officer of the ship did not refer the request made to move your ship to you before giving a refusal, particularly as the application subsequently seemed so reasonable to him that it was acceded to upon his suggestion with your approbation.

Your action in regard to the subordinate of the harbor master I think is entirely correct, and all that is necessary to be done just now.

The letter addressed by you to the minister of marine is quite enough for his present digestion, and will naturally swallow all minor matters, so that I propose to take no further steps until permission be given to leave, or we find ourselves constrained to take the alternative, which will cut all intercourse between us and the French authorities as naval men.

I shall write to Bulloch this morning, informing him that the 16th is the day fixed for our final action, in order that he may make any preliminary arrangements about arming the *R[appahannock]* that he can. Put yourself in communication with him, and come to some definite agreement as to a place of rendezvous, for it may be that you will have to await the arrival of whatever he will send you.

Exercise all dignified patience while this definite letter is under consideration.

Very truly, yours,

[S. BARRON.]

[C. M. FAUNTLEROY.]

Letter from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding that vessel.

30 RUE DROUOT,
Paris, May 16, 1864.

SIR: Your letter* of the 15th instant is received.

Rest assured that I alone, as the senior naval officer abroad, am responsible for the course pursued toward the French Government with reference to the *Rappahannock*, which you command.

Very respectfully, your obedient servant,

S. BARRON,
Flag-Officer.

Lieutenant Commanding CHARLES M. FAUNTLEROY,
C. S. S. Rappahannock, Calais, France.

Letter from the C. S. commissioner to France to the French minister of foreign affairs, desiring to be informed of the reasons for the action of the French Government regarding C. S. S. Rappahannock.

PARIS, *June 9, 1864.*

SIR: On the 17th February last, the C. S. war steamer *Rappahannock* having completed her repairs at the port of Calais and taken on board a supply of coal, her commander notified the authorities of the port of his wish to proceed to sea, when he was informed that instructions had been given by his excellency the minister of marine not to permit the departure of the vessel. On the 26th February the

*Not found.

undersigned had the honor to address your excellency on the subject of this detention and to demonstrate, as he thought conclusively, that no just cause existed for the detention of the *Rappahannock*. No answer having been made to this letter, the undersigned, on the 14th March, again addressed your excellency and requested to be informed of the reason of the detention. This letter also remaining unanswered, the undersigned advised the commander of the *Rappahannock* to give notice of his intentions to strike his flag, withdraw his crew, and abandon his vessel to the proper authorities of the port. This step was accordingly taken by the commander, who on the 1st May informed in writing the commissary of marine at Calais of his intention to abandon his vessel on 16th May. In the meanwhile the undersigned was verbally informed that the question of the *Rappahannock* had been referred for examination and report by your excellency to a commission of jurisconsults, and having reason to expect a prompt and definitive solution of the question, advised the commander of the vessel not to carry out the intended abandonment. More than a month has now elapsed since the reference to the commission of jurisconsults, and the prospect of a definitive solution of the question seems to be as remote as ever.

The undersigned considers it superfluous to repeat the arguments already advanced by him for the release of the *Rappahannock*, but in relation to the change in the personnel of her crew while at Calais, he is happy to find by a dispatch from Mr. Dayton to Mr. Seward, Minister of Foreign Affairs at Washington, dated 21st October, 1863, to be found at page 795 of second volume of the documents accompanying the annual message to Congress of President Lincoln, of December, 1863, that your excellency considered that an accession to the crew of a Confederate steamer while in a French port was not objectionable. This removes every possible doubt or difficulty about the correctness of the conduct of the officers of the *Rappahannock*, if indeed such doubt has ever existed.

The undersigned, considering a longer acquiescence in the detention of the *Rappahannock*, without even the allegation of a cause for her detention, incompatible with the respect due to the flag of the Government that he has the honor to represent, intends to renew the advice heretofore given to her commander to strike his flag and abandon his vessel. He ventures to express the hope that your excellency will favor him with a reply to this letter, in order that he may be able to communicate to his Government the reasons which have induced your excellency to pursue a course so little in accordance, not only with the good will toward the Confederate States which was supposed to animate the Government of the Emperor, but, as the undersigned thinks, in opposition to its proclaimed neutrality.

The undersigned prays your excellency to receive the assurance of the great respect with which he has the honor to be, your excellency's most obedient servant,

JOHN SLIDELL.

His Excellency Mr. DROUYN DE LHUYS,
Minister of Foreign Affairs.

Letter from the C. S. commissioner to France to the Duke de Persigny, requesting his influence in securing an explanation from his Government for the detention of the C. S. S. Rappahannock.

19 RUE DE MARIGNAN,
Paris, June 17, 1864.

MY DEAR DUKE DE PERSIGNY: To whom but you, the only decided and consistent friend of the Confederacy whom it has been my fortune

to meet in France, can I apply for advice and assistance under the very disagreeable and embarrassing circumstances in which I find myself?

You know the reasons which I had for believing that we should be permitted to build and dispatch from French ports a squadron that would have enabled us to raise the blockade of our coasts. On my advice and responsibility a large sum—a very large sum indeed for a Government laboring under such financial difficulties as ours—has been disbursed for that purpose, and a considerable number of officers whose services at home could ill be spared have been brought to Europe and maintained here at great expense. All this outlay of money and diversions of brave men from their duties at the most critical period of the war have, from the changed policy and feelings of your Government, been made in vain. The ships have been sold, but when they will be paid for is quite another question. They must first be delivered to the Governments that have purchased them, and as these Governments are belligerents I do not well see how, without violation of the principles of neutrality so rigidly enforced against the Confederate States, they can be permitted to go to sea.

The officers who have reached France in spite of the "efficient" blockade of our coasts, to which Europe so patiently submits, may not be equally fortunate in attempting to return to the Confederacy. Against these sacrifices incurred through my means, although without my fault, I have made no open remonstrance. The reasons for this reserve you can understand and appreciate.

There is, however, another grievance, comparatively of very minor importance in a material point of view, but of the greatest gravity, inasmuch as it touches the honor of the Confederate flag, for the removal of which I invoke your good offices.

The Confederate steamer *Rappahannock* put into the port of Calais to repair damages which had occurred at sea. She was hospitably received, and completed her repairs with the approbation and under the surveillance of the commissary of marine, acting under the instructions of the minister of marine. Her commandant, desiring to proceed to sea, applied on the 17th February last for the necessary permission, which was denied. The ship is still detained, and up to this moment every explanation of the cause of her detention has been refused. In the month of April the question of her detention was referred by the minister of foreign affairs to the *comité consultatif du contentieux* for examination and report.

This committee, presided [over] by the president of the senate and composed of distinguished jurisconsults and diplomatists, has, as I am informed, within a few days decided unanimously that there was no sufficient cause for the detention of the *Rappahannock*, and has so reported. I have good reason to believe that this report would have been made much sooner had it not been intimated to M. Troplong that it would be well to defer it until the chambers should have adjourned.

I can not permit myself to believe that in this matter M. Drouyn de Lhuys is acting in strict accordance with the wishes of the Emperor. Sure I am, at least, that the Emperor can not desire that insult should be added to injury, as it unquestionably is, when the minister, although repeatedly asked, will not even condescend to give a reason of any sort for the course he thinks proper to pursue, a course which is in direct opposition to the neutrality which he professes his resolution to maintain.

Am I expecting too much, my dear Duke de Persigny, when I express the *hope that your great and* well-merited influence will be exercised to

obtain, if not redress for what I consider a flagrant wrong, at least some explanation which will relieve me from the humiliation of finding my remonstrances systematically unnoticed by the minister of foreign affairs.

Believe me, most faithfully and respectfully, your friend and servant,

JOHN SLIDELL.

Letter from Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, to Flag-Officer Barron, C. S. Navy, regarding the affairs of that vessel.

C. S. S. RAPPAHANNOCK,
Calais, July 8, 1864.

DEAR SIR: I received the memorandum by Whittle, and have sent him on to see Bulloch. Judging from certain things which have come under my observation, and which your memorandum has thrown light upon, the people here, with the Federal spies, have known of the release of this ship for several days past. I have sent you a letter which you can see upon reading has been demanded of me, but which you will, of course, know best how to deal with. I think the circumstances offer a very desirable occasion for giving the Government a parting "Paixhans." If I am not to go into a French port it may be necessary for me to go into an English one, and I can expect nothing but contempt should it be necessary for the ship to make either a Spanish or a Portuguese port. In this case it would seem as though my only safe refuge would be in the Confederacy, as I shall in any event be unable to keep the sea for more than a month or thereabouts. The two spies that were driven away for some time have been allowed to return, and have already succeeded in the last three days in running off some five or six of my crew. They have plenty of money, and though I have never seen men better behaved and more contented than mine are, they are seduced by ready cash. I hope the order will be delayed as long as possible until B[ulloch] has made his arrangements. Of course I will go as soon as possible after it arrives, but I don't think that it should be required of me to go out in the face of the enemy by the Government fixing a limit to my stay after my assurance that I will go the instant it is reasonably safe for me to do so.

Yours, very truly and respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Commodore BARRON,
30 Rue Drouot [Paris].

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding outrage committed by French authorities at Calais.

C. S. S. RAPPAHANNOCK,
Calais, July 8, 1864.

SIR: I have the honor to report that an outrage has to-day been offered to my command by certain parties of this place who have essayed to affix to the mainmast of my ship a bill of sale of the ship, and who have caused a public crier to advertise the same in the presence of the flag. The pretext for this outrage is alleged to be a judgment given by the tribunal of commerce for two hundred and odd francs in favor of the owners of the ship Nil in an action for damages against this

vessel, growing out of the bad conduct of the master of the *Nil* in offering an indignity to and endangering the spars and masts of this ship, of which you were officially apprised by me in detail at the time of the occurrence.

As was my duty, you will readily perceive that I have been called upon to deny the jurisdiction of the tribunal of commerce in any and all matters relating to this vessel, and having repeatedly informed the parties that I could not recognize their competency to pass judgment, that I should, of course, pay no regard to the result of their action, be it what it might.

I have, in a written remonstrance to the mayor of Calais, represented all the facts attending this outrage against the ship and flag and have called upon him to exercise his authority to put the matter in immediate arrest; but I regret to say that unless the minister of marine or some competent authority at Paris do at once instruct the officials of Calais in regard to the manner in which this vessel is to be treated, it is my unpleasant conviction that they will continue to countenance, by a negative course of disregard, the many irritating causes which by their conduct have made the detention of this ship here a series of petty annoyances, in addition to the already grievous one of a forced detention by the Government.

I respectfully ask that this communication may be read to the minister of marine, and have the honor to be, most respectfully,

[CHS. M. FAUNTLEROY,
Lieutenant, C. S. Navy, Commanding.]

Flag-Officer S. BARRON, C. S. Navy.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, suggesting indemnity from the French Government for outrage committed against that vessel.

C. S. S. RAPPAHANNOCK,
Calais, July 9, 1864.

DEAR SIR: You will find the bill of sale of this ship enclosed, which was attempted to be put on the mainmast, and which is already publicly posted here in Calais, as elsewhere, I imagine, throughout the Empire.

It is, I apprehend, quite impossible to recognize the validity and force of the course pursued, and quite as imperative that we should receive in some shape or form indemnification for the gross insult which has been allowed by the officials of the Government.

Yours, very truly and respectfully,

CHS. M. FAUNTLEROY.

[Flag-Officer S. BARRON.]

Instructions from Flag Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding payment of damages to the captain of French ship Nil.

PARIS, *July 10* [*1864*].

SIR: Your letter of yesterday's date, with its enclosure, is received. I have just returned from a visit to Mr. Slidell, who had heard of the unpleasant affair of the *Rappahannock* being advertised for sale through the minister of marine, after mailing to him your letter and making an explanation *of the whole difficulty*. He says it was a regular process

of law, and there is no other course to be pursued but to pay the money according to the verdict of the court, under protest if necessary. You are therefore authorized to pay the amount and to employ a lawyer to counsel you how to proceed in the matter.

Respectfully,

[S. BARRON.]

Lieutenant Commanding C. M. FAUNTLEROY,
C. S. S. Rappahannock.

Report of Lieutenant Shryock, C. S. Navy, C. S. S. Rappahannock, of the proceedings before the tribunal of commerce in the case of the complaint of injury to the French ship Nil.

C. S. S. RAPPAHANNOCK,
Calais, France, July 14, 1864.

SIR: As directed by you, I appeared before the tribunal of commerce of Calais in May last, on the occasion of a complaint against this ship by the captain of the French ship the *Nil.*

As reported to you before, on its being asked if the captain of the *Rappahannock* was present I replied that he was represented by me, the executive officer. I was then asked to state the circumstances of the case of the cutting the rigging of the *Nil*, which I did clearly and fully. The captain of the *Nil* was then told to make a statement of the case, which he did, assisted by a lawyer and an assistant harbor master of this port.

Perceiving that this assistant harbor master, who was not present at the time of the occurrence, and who could only know the circumstances from hearsay, was influencing the court by false statements, I informed the court to that effect, and demanded that his statement should be taken on oath. To this no attention was paid and no oath was administered. I then explained carefully to the court the position of the ships at the time of the occurrence; of the efforts made by this ship to avoid injuring the *Nil* by slacking up such of our rigging as we could and only cutting such a portion of the rigging of the *Nil* as was immediately necessary to prevent it from carrying away our fore-topgallant mast. This, added to the fact that no vessel has a right to move unless a harbor master is present, which was wanting in the present case, was carefully laid before the tribunal, and further, that we could not be expected to move without an order from the captain of the port. To this the court replied that we were *trop court*, explaining that merchantmen could not be expected to exercise the same delicate discrimination that vessels of war did. I then replied that though the *Rappahannock* was a man-of-war, and that I had spent many years in the Navy, yet I had dealt sufficiently with merchant ships and their officers to know how to act with them so as to avoid difficulty, and assured the court to their perfect understanding that this was the most wanton insult that I had ever known to be offered to a vessel of war by the people of any nation, barbarous or civilized, that I had ever known.

I am, sir, very respectfully, your obedient servant,

GEO. S. SHRYOCK,
First Lieutenant, C. S. Navy.

Lieutenant Commanding C. M. FAUNTLEROY, C. S. Navy,
Commanding Steamer *Rappahannock.*

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, of the execution of orders.

C. S. S. RAPPAHANNOCK,
Calais, July 19, 1864.

SIR: The enclosed* is a copy of the protest which I have made in pursuance with your order of the 15th instant, and to-day I shall cause the sum decreed by the tribunal of commerce against this ship to be paid, also in accordance with the aforesaid order.

Very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer S. BARRON.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, transmitting a communication from the attorney in chief, court of Boulogne.

C. S. S. RAPPAHANNOCK,
Calais, July 19, 1864.

Since sending to you this morning a copy of the protest which I had prepared preliminary to paying the award of the court, the enclosed letter has been handed me by the chief of police here.

It is sent with the intention of deferring further action in regard to the payment until I shall hear again from you.

After the volunteer advice contained in the letter enclosed, I can not help but express the hope that we shall firmly maintain our true character of nationality in regard to this case, for certainly the conduct of the French Government toward this ship has not been such as to warrant the least abatement of our claims to be considered as a man-of-war.

I think, however, as I have asserted in all my actions in relation to this case, exemption upon the grounds, technically, of exterritoriality, that the appeal should not be made by me if it be made at all, and I feel assured that the French Government will not venture to offer any obstruction to the movements of this ship based upon the proceedings which we have discussed.

Very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer S. BARRON.

[Enclosure.]

TRIBUNAL CIVIL, OFFICE OF THE ATTORNEY IN CHIEF,
Boulogne-sur-mer, July 18, 1864.

The attorney-general completely approves of the order I have given you not to assist the bailiff provost going on board the war steamer *Rappahannock* to paste a bill of sale on the ship's mizzenmast.

But the attorney-general regrets that the commander of the *Rappahannock* does not appeal against the judgment delivered by this court of Boulogne, which court has approved of the seizure of the ship and ordered the sale of her. This would be for the superior court of Douai, where the attorney-general acts.

A good occasion to obtain in an official and legal way the acknowledgment of the legal principle of *exterritorialité* (the principle in con-

*Enclosure not found.

sequence of which a foreign ship may be considered as a foreign territory), which ought, without contest, [to] protect the ship if she is really a war vessel.

Should the commander of the *Rappahannock*, in consequence of this advice (which you may communicate to him, but in an unofficial manner), appeal against the judgment of the court of Boulogne, you will please let me know at once, in order to allow me to inform the attorney-general of this resolution.

THE ATTORNEY IN CHIEF ATTACHED TO
THE COURT OF BOULOGNE.

M. LE COMMISSAIRE DE POLICE.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the capacity of that vessel for fuel, provisions, and water.

C. S. S. RAPPAHANNOCK,
Calais, July 20, 1864.

SIR: I have received your communication* of the 18th instant.

According to your verbal instructions, I have to submit the following statement of the capacity of this ship for carrying fuel, provisions, and water:

Of coal she stows 150 tons only, her consumption daily, full speed, being 35 tons; which gives four and one-fourth days', at half speed ten and one-fourth days', fuel. For provisions there is stowage only for a supply of fifteen to twenty days for her complement of 125 men. At present, using the shell rooms and the magazine and every other possible space, there is stowed in the ship about forty days' stores and provisions for the number of the crew at present on board, 94 men. Capacity for water very small; carries just 2,100 gallons, which gives us at the rate of our present numbers about fourteen days' supply. She has a condenser from which the supply would be replenished from time to time when under steam. Now, as the utmost limit under the most favorable circumstances she could only steam for ten days, whereas she may have to use her utmost capacity, and doubtless will be put to it, from the very start; in any event it will, short of having a port immediately in view, be necessary to retain in the bunkers at least one whole day's coal for making water and supplying the usual fuel of 1 ton per week consumed at the ship's galley.

If I should succeed in obtaining the guns and ammunition it will then become a serious question where stowage can be had for the provisions, etc., now in the shell rooms and magazine.

Two-thirds of the ship is occupied by the machinery, while the magazine is larger than the ship's hold—has more capacity for stowage. The bread rooms are perfectly insignificant in size and can not stow more than bread for twenty days.

I have just seen Lieutenant Whittle. He will inform you fully in regard to our interview; but I had as well say here, as this will go by him to-night, that I shall not attempt to move before the first of next week; by that time the moon will have decreased, and I shall be afforded some small prospect of eluding the enemy. I am in constant communication with B[ulloch], and all I can say is that I shall go out *just* the earliest opportunity which presents a reasonable chance of escaping.

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* Not found.

I have a fewer number af men on board than were reported to me by my predecessor, Lieutenant Commanding Campbell. His official report stated the number at 100, which number I have from time to time endeavored to keep up, but have never exceeded.

Very respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer S. BARRON.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the number of the crew of that vessel.

C. S. S. RAPPAHANNOCK,
Calais, July 23, 1864.

SIR: I have your letter* of yesterday's date, and hasten to say that Lieutenant Commanding Campbell informed me that, in entering the ship here, he reported the number of his crew at 100. This record was made in his presence and in the presence of other officers now on board. I have no right to discredit, nor have the French authorities any right to question, this official record. Campbell regarded some of his officers and crew as merely detached until ordered to report on board after the ship should reach port.

Yours, respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Flag-Officer S. BARRON.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, of the rumored intention of the French Government in relation to that vessel.

[C. S. S. RAPPAHANNOCK,
Calais, July 23, 1864.]

DEAR SIR: It is currently reported here that this ship is to be towed around to Brest by a French man-of-war, after placing on board a crew of Frenchmen. Depend upon it, there is some good foundation for the rumor, as I have conclusive evidence that parties in this place are kept fully advised of every intention of the Government in relation to the ship. The *Niagara* passed close to the port yesterday.

Yours, truly,

CHS. M. FAUNTLEROY.

[Flag-Officer S. BARRON.]

Further report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding the number of the crew of that vessel.

C. S. S. RAPPAHANNOCK,
Calais, July 24, 1864.

SIR: I have examined the original entry made by Lieutenant Commanding Campbell upon the manifest of the customs here, and find that this ship was entered with 100 men on board. You have Campbell's official report to this effect, made but a short while previous to his starting for the Confederacy.

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*Not found.

Lieutenant Commanding Campbell distinctly informed me that 100 men composed the number of his crew, and that he expressly excluded his officers.

The entry upon a manifest of the numbers of a man-of-war are, as you well know, made more as a matter of form than from any sort of obligation to report critically, and the reason must be obviously admitted. It is not convenient nor is it always politic to be critical. The French Government have no right, in my judgment, to question our official statement in the least.

Very respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer S. BARRON.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding restrictions of the French Government as to crew.

C. S. S. RAPPAHANNOCK,
Calais, August 1, 1864.

SIR: I have just time before the departure of the mail to say that I have been waited upon by the commander of the French vessel of war here, who informs me of the decision of the Government to permit the departure of this ship at any moment, with thirty-five men, including myself and officers.

I of course referred them to the official manifest on record here at Calais, and distinctly said, under the absolute impossibility of navigating the ship, that it was out of the question for me to take her out at all. I await your orders.

In haste for the post.

Most respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Flag-Officer S. BARRON.

P. S.—I beg you to note particularly the categorical way in which the permit was made:

You can go out at any time that you are ready, but you can only take out thirty-five men, including yourself and your officers.

C. M. F.

Order of Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, to discharge the crew of that vessel.

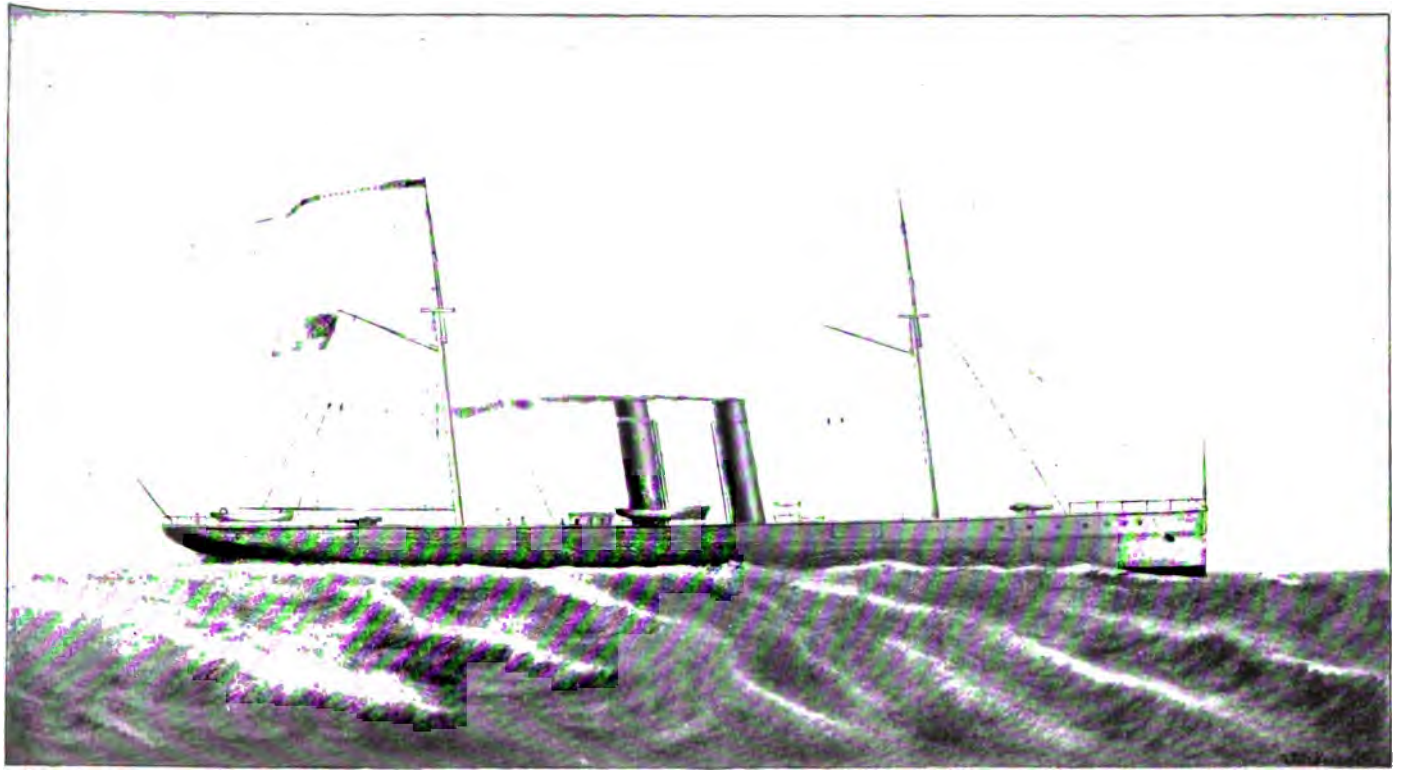
PARIS, *August 2, 1864.*

SIR: Your letter of yesterday's date has been received. I agree with you in the "absolute impossibility of navigating the ship" with so small a complement as thirty-five, including yourself and officers. You will therefore proceed to pay off and discharge your officers and crew, keeping sufficient officers and men to look after the public property, and lay up the ship until we determine upon what course we shall pursue in regard to her.

Respectfully, etc., your obedient servant,

S. BARRON.

Lieutenant Commanding C. M. FAUNTLEROY,
C. S. S. Rappahannock, Calais.



CONFEDERATE STATES STEAMER TALLAHASSEE.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, naming officers retained on board that vessel for the protection of public property on board.

C. S. S. RAPPAHANNOCK,
Calais, August 8, 1864.

SIR: In compliance with your orders I shall have discharged to-day the crew and officers, except the following named, who are considered necessary to take care of the ship for the time being and look out for the public property on board.

Of the lieutenants, Mr. Shryock and Mr. Ramsay remain; Passed Assistant Surgeon Herty and his steward, Assistant Paymaster Forrest and his clerk, Mr. Codd (engineer), and 4 firemen, 3 midshipmen, the boatswain, and 3 master's mates, 15 deck hands, and 8 small boys, and myself.

I hope soon to receive your final instructions, as it is manifest the naval authorities await the announcement of final intentions regarding the ship.

Very respectfully, your obedient servant,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding, C. S. Navy.

Flag-Officer S. BARRON.

Report of Lieutenant Fauntleroy, C. S. Navy, commanding C. S. S. Rappahannock, regarding disposition of stores of that vessel.

C. S. S. RAPPAHANNOCK,
Calais, October 19, 1864.

SIR: The captain of the port officially notified me to-day that on Monday next the water would be let out of this basin, and would so remain, for purposes of repairs to the dock, for several months. It will be necessary, therefore, to land both coal and provisions; accordingly, I am proceeding. As coal can be had here at all times on purchase, I recommend that we sell what we have, rather than suffer it to deteriorate by long exposure to the weather. The chamber of commerce have placed a store room at our disposition for our provisions, etc. I find much of my bread unfit for use, in consequence of leakage induced by the former grounding of the ship.

Very respectfully,

CHS. M. FAUNTLEROY,
Lieutenant, Commanding.

Flag-Officer S. BARRON.

[No further Confederate correspondence found relative to the *Rappahannock*. She remained in Calais until July, 1865, when she was sold and taken to Liverpool.—COMPILERS.]

Cruise of the C. S. S. Tallahassee.

Report of Commander Wood, C. S. Navy, commanding C. S. S. Tallahassee, of the cruise and captures by that vessel.

RICHMOND, VA., *August 31, 1864.*

SIR: I have the honor to submit the following report of the cruise of the C. S. S. *Tallahassee:*

After two days' ineffectual effort, on account of the water, to get to sea at the eastern bar on New Inlet, we succeeded in getting out on the night of the 6th instant at the western bar. Sighted five of the blockaders and *were fired on by two.*

The next day were chased at different times by four of the offshore fleet and fired upon by one; did not return it, as it would betray the ship.

Spoke and overhauled a number of vessels, but they were all European. Not until the 11th, within 80 miles of Sandy Hook, did we fall in with a Yankee. I enclose a list of the captures.

Remained off New York two days; then ran to the eastward, around Georges Banks, to the coast of Maine, going into the mouth of the Penobscot; thence to Halifax, Nova Scotia, for coal, where I arrived on the 18th with only 40 tons on board.

I called at once on the admiral, Sir James Hope, and the lieutenant-governor, Sir Richard MacDonnell. My reception by the first was very cold and uncivil; that of the governor less so. I stated that I was in want of coal, and as soon as I could fill up I would go to sea; that it would take from two to three days. No objection was made at the time. If there had been I was prepared to demand forty-eight hours for repairs.

The governor asked me to call next day and let him know how I was progressing and when I would leave. I did so, and then was told that he was surprised that I was still in port; that we must leave at once; that we could leave the harbor with only 100 tons of coal on board.

I protested against this as being utterly insufficient. He replied that the admiral had reported that quantity sufficient (and in such matters he must be governed by his statement) to run the ship to Wilmington. The admiral had obtained this information by sending on board three of his officers ostensibly to look at our machinery and the twin screw (a new system), but really to ascertain the quantity of coal on board, that burned daily, etc.

All of their questions were answered frankly, for no suspicion was entertained of their object. He cited the Queen's proclamation, orders in council, etc. I told him I knew their import, but the day before had called and stated what I came for, how long it would take, and had received permission to remain two or three days; that it was too late then to change his policy. He replied by stating he must carry out the instructions he had received.

Several of our men had been enticed off. I asked for the assistance of the police in securing them. He refused, and refused to allow our officers to arrest them on shore.

On going on board I found Captain Maguire, of the frigate *Galatea*, there with eleven armed boats, sent by the admiral to enforce the governor's orders, a proceeding made more offensive by coming from a ship in quarantine on account of the smallpox on board. I requested their withdrawal, and soon after, by the governor's wish, they were ordered away.

During the afternoon of the 19th the engineer reported but 80 tons of coal on board. I addressed a note to the governor stating this fact, and requiring time to complete the amount, as well as to get on board a mainmast which had been ordered.

I enclose copies of his replies, as well as one of a letter from the governor, which miscarried, and did not reach me until too late for me to answer it.

I am under many obligations to our agent, Mr. Wier, for transacting our business, and through his management about 120 tons of coal were *put* aboard, instead of half this quantity. This at the time I knew *nothing of*. I directed the paymaster to issue to the officers and men

a limited amount of specie for the purchase of clothing, of which some were greatly in want. I sailed on the night of the 19th, remaining in port about forty hours.

Had I procured the coal needed, I intended to have struck the coast at the capes of the Delaware and followed it down to Cape Fear; but I had only coal enough to reach Wilmington on the night of the 26th.

During that day [we] were chased by two of the enemy's vessels, and at night engaged the blockading fleet as we came in. In the darkness the effect of our shot could not be seen.

On leaving, the officers and men, with few exceptions, were untried and unused to shipboard, but all were zealous and all did their duty.

The ship behaved well; in fact, carries her battery without trouble, and I recommend that, with some alterations, she be retained in the service.

I enclose the report of the chief engineer.

Respectfully, etc., your obedient servant,

J. TAYLOR WOOD, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

[Enclosures.]

List of vessels captured by the C. S. S. Tallahassee, under command of Commander John Taylor Wood, C. S. Navy.

Date.	Name and description of vessel.	Disposition.
1864.		
Aug. 11	Schooner Sarah A. Boyce, of Egg Harbor, A. S. Adams master; tonnage, 381 $\frac{88}{95}$.	Scuttled in ballast.
Aug. 11	Pilot boat James Funk (No. 22), of New York, Robert Yates master; tonnage, 120 $\frac{81}{95}$.	Burned.
Aug. 11	Brig Carrie Estelle, Mark Thurlow master, of and from Grand Manan to New York; cargo, logs; tonnage, 248 $\frac{77}{95}$.	Do.
Aug. 11	Bark Bay State, Thomas Sparrow master, of Boston, bound from Alexandria to New York, with wood; tonnage, 199 $\frac{43}{95}$.	Do.
Aug. 11	Brig A. Richards, Charles Dunovant master, of Boston, from Glace Bay, Cape Breton Island, to New York, with coal; tonnage, 274 $\frac{33}{95}$.	Do.
Aug. 11	Schooner Carrol, Sprague master, of East Machias; tonnage, ———	Bonded in sum of $10,000.
Aug. 11	Pilot boat Wm. Bell (No. 24), of New York, James Callahan master; tonnage, ———.	Burned.
Aug. 12	Schooner Atlantic, of Addison, from Addison to New York, P. W. Look master; tonnage, 156 $\frac{77}{95}$.	Do.
Aug. 12	Ship Adriatic, of New York, R. H. Moore master, from London to New York, with emigrants; tonnage, 989 $\frac{77}{95}$.	Do.
Aug. 12	Bark Suliote	Bonded.
Aug. 12	Schooner Spokane, of Fremont, C. H. Sayer master, from Calais, Me., to New York, with lumber; tonnage, 126 $\frac{5}{95}$.	Burned.
Aug. 12	Brig Billow, of Salem, M. A. Reed master, from Calais to New York, with lumber; tonnage, 173 $\frac{33}{95}$.	Scuttled.
Aug. 12	Schooner Robert E. Packer, of Bath, from Baltimore to Richmond, Me., with lumber, Joseph E. Marson master; tonnage, 222.	Bonded; vessel $20,000 cargo $10,000.
Aug. 13	Bark Glenavon, of Thomaston, from Greenock to New York, James Watts master; tonnage, 789 $\frac{5}{95}$.	Scuttled.
Aug. 13	Schooner Lamont Du Pont, of Wilmington, Del., L. C. Corson master, from Cow Bay, Cape Breton, to New York, with coal; tonnage, 194 $\frac{13}{95}$.	Burned.
Aug. 14	Ship James Littlefield, of Bangor, Me., H. N. Bartlett master, from Cardiff to New York, with coal; tonnage, 547.	Scuttled.
Aug. 15	Schooner Mary A. Howes, of Chatham, Mass., Stephen A. Howes master, from ——— to ———; tonnage, 61.	Do.
Aug. 15	Schooner Howard, of New York, from Bridgeport, Cape Breton Island, to New York, with coal, J. Ketting master; tonnage, 147 $\frac{88}{95}$.	Do.
Aug. 15	Schooner Floral Wreath, of Georgetown, Me., Chandler master, from Bay [Gulf] of St. Lawrence; cargo, wood; tonnage, 54 $\frac{14}{95}$.	Do.
Aug. 15	Schooner Sarah B. Harris, Ambrose Delano master, of Dorchester, bound to Portland, with ———; tonnage, ———.	Bonded.
Aug. 15	Schooner Restless (fisherman), of Boothbay, Levy Blake master, homeward bound from Bay [Gulf] of St. Lawrence; tonnage, 49 $\frac{24}{95}$.	Scuttled.
Aug. 15	Schooner Etta Caroline (fisherman), of Portland, David N. Poor master; tonnage, 39 $\frac{33}{95}$.	Do.

List of vessels captured by the C. S. S. Tallahassee, etc.—Continued.

Date.	Name and description of vessel.	Disposition.
1864.		
Aug. 16	Bark P. C. Alexander, of Harpswell, A. B. Merryman master, from New York to Pictou, in ballast; tonnage, 283.	Burned.
Aug. 16	Schooner Leopard, George Conely master, from Cornwallis, Nova Scotia, to Boston, with wood; tonnage 73$\frac{23}{95}$.	Do.
Aug. 16	Schooner Pearl (fisherman), of Friendship, Me., Rufus Geyer master; tonnage, 41$\frac{88}{95}$.	Do.
Aug. 16	Schooner Sarah Louise, of Jonesport, Me., George Dobbin master; cargo, wood; tonnage, 81$\frac{3}{95}$.	Do.
Aug. 16	Schooner Magnolia (fisherman), Owen Wincapaw master; tonnage, 35$\frac{23}{95}$.	Do.
Aug. 17	Schooner North America (fisherman), of New London, David Mainwaring master; tonnage, 82$\frac{47}{95}$.	Scuttled.
Aug. 17	Brig Neva, of East Machias, E. J. Tolbert master, from Lingan to New York, with coal; tonnage, 286.	Bonded for $17,500.
Aug. 17	Schooner Josiah Achom, of Rockland, Me., D. S. Jones master, from Portland to Lingan; tonnage, 123.	Burned in ballast.
Aug. 17	Schooner Diadem, Joseph Robbins master, from Bay St. Chalieu [of Chaleurs?] for Harwich, Mass., with 290 barrels mackerel.	Released.
Aug. 17	Schooner D. Ellis, Baker captain, from Bay St. Chalieu [of Chaleurs?] for Harwich, Mass., with 215 barrels mackerel.	Do.
Aug. 20	Brig Roan, C. E. Phillips master, sailing to Cape Breton Island in ballast; tonnage, 127$\frac{47}{95}$.	Burned.

Burned	16
Scuttled	10
Bonded	5
Released	2
Total	33

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GOVERNMENT HOUSE,
Halifax, Nova Scotia, August 19, 1864.

SIR: In reply to your application for additional time to ship a mainmast, I have no objection to grant it, as I am persuaded that I can rely on your not taking any unfair advantage of the indulgence which I concede.

I do so the more readily because I find that you have not attempted to ship any more than the quantity of coal necessary for your immediate use.

I have the honor to be, sir, your obedient servant,
RICHARD GRAVES MACDONNELL.

Commander J. TAYLOR WOOD,
Confederate Cruiser Tallahassee.

—

PROVINCIAL SECRETARY'S OFFICE,
Halifax, August 19, 1864.

SIR: In reply to your letter to me of this date, I am charged by his excellency the lieutenant-governor to say that he has no objection to allow you the time required to complete your complement of coal, and that his excellency is much gratified to learn that you have not used the extra time in taking in a larger supply of coal than was demanded by your immediate necessity.

I have the honor to be, sir, your obedient servant,
C. TUPPER.

J. TAYLOR WOOD,
Commander C. S. S. Tallahassee.

GOVERNMENT HOUSE, *August 19, 1864.*

SIR: I have learned with much surprise that you are still in the port of Halifax, notwithstanding my having yesterday warned you that your stay must be limited to twenty-four hours. As you have occupied the excess of time beyond that allowed to you in taking coal on board, I am obliged to request that you will immediately discharge all coal taken in since the lapse of the twenty-four hours allowed to you. I much regret that in maintaining the strict neutrality which I am enjoined by her Majesty's Government to observe I find myself compelled to adopt anything like harsh measures.

You must, however, be well aware that you were only entitled to sufficient coal to take you to the nearest Confederate port, and any inconvenience which you may suffer is caused by your own act.

I have the honor to be, sir, your most obedient servant,

RICHARD GRAVES MACDONNELL.

Commander WOOD,
Confederate Cruiser Tallahassee.

Supplemental report of Commander Wood, C. S. Navy, commanding C. S. S. Tallahassee, of his interview with the British admiral in the port of Halifax, Nova Scotia.

RICHMOND, VA., *September 6, 1864.*

SIR: I found in the port of Halifax on my arrival H. M. S. *Duncan* (84), bearing the flag of Rear-Admiral Sir James Hope. I called promptly upon him, though he took no notice of our presence by the customary boarding and offering the courtesies of the port. Neither on arriving or leaving were the honors of the side extended. On being shown into his cabin he did not rise from his seat, nor shake hands, nor offer me a seat. His manner and tone were offensive. I mention this to show his animus.

I stated that I had come to report my arrival; that I wanted coal, and as soon as it could be procured the ship would get to sea.

He replied by saying that of course I knew the regulations which governed my stay in port; that he, however, had nothing to do with it; that the governor must settle that with me.

He asked me what my orders were in regard to neutrals. I replied that my orders were particular and explicit upon this point—to respect sedulously all their rights.

What were my instructions in the case of vessels which had recently changed flags, or were "whitewashed?" Unless the papers were clearly fraudulent I would let the vessel go.

Had I seen his letter to Captain Morris, of the *Florida*, on this subject, called forth by Captain Semmes burning the ship *Martaban* under English colors? I had read it.

His Government, he continued, required that in all such cases the vessel should be brought into an English port to have the case decided on or adjudicated (I am not certain of the word).

I told him what had been my course a few days before with a vessel with fraudulent papers; that on an examination of a ship's papers I must determine my action.

He repeated the above in substance again, and remarked there were a great many vessels now being whitewashed, and it was a subject

which required delicate handling and on which they were greatly interested.

The above is the substance of our interview on the subject.

With the governor I did not speak on the question.

Respectfully, etc., your obedient servant,

J. TAYLOR WOOD, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

British correspondence concerning arrival of the C. S. S. Tallahassee at Halifax, Nova Scotia.

Letter from Lieutenant-Governor R. G. MacDonnell to Right Hon. Ed. Cardwell, M. P., reporting the arrival at Halifax, Nova Scotia, of the C. S. S. Tallahassee.

GOVERNMENT HOUSE,
Halifax, Nova Scotia, August 18, 1864.

SIR: I have the honor to report that the Confederate cruiser *Tallahassee* arrived in the port this morning. The commander waited upon me at about 11 a. m. and I granted him the usual permission to remain for twenty-four hours, or such time as might enable him to obtain a reasonable quantity of coal.

2. He informed me that the *Tallahassee* is an iron vessel of about 300 tons, manned by 125 men, with a double screw, very fast, and carrying three guns, viz, a 100, 30 and 12 pounder, respectively.

3. He mentioned that he had been nearly sixteen days out from Wilmington, and during that time had destroyed or bonded, as he expressed it, thirty-two Federal vessels. He appears to have been lately cruising in the vicinity of New York.

4. In the course of the day the American consul, Mr. Jackson, forwarded the enclosed note to the provincial secretary, requesting that the *Tallahassee* should be detained till he could furnish proof of her having violated both international and municipal law; also that supplies of coal might be withheld and a guard posted to prevent munitions of war being furnished to her. I enclose the reply which I directed to be sent to Mr. Jackson, declining to detain any cruiser of a belligerent state without proof of some definite violation of public law to justify such detention. I felt, moreover, that to refuse to the *Tallahassee* the supplies necessary to enable her to reach at least the nearest port of the Confederate States would be acting quite contrary to the whole tenor of my instructions. I may add that up to this moment (7 p. m.) I have not had the slightest reason to suppose that the commander of the *Tallahassee* contemplates obtaining munitions of war here. Any attempt of that kind I should immediately take steps to put down effectually.

5. I have also addressed a note to Admiral Sir James Hope requesting him to be so good as to estimate a reasonable allowance of coal to enable the *Tallahassee* to return to Wilmington, and if necessary to take precautions to prevent her receiving a larger supply.

6. I am only anxious that in every respect I should deal with the *Tallahassee* as I would with a Federal vessel similarly circumstanced, and beg to assure you that I am quite sensible of the extreme importance of not only observing practically the most impartial neutrality, but also of convincing others that I am determined to do so.

I have, etc.,

R. G. MACDONNELL,
Lieutenant-Governor.

The Right Hon. ED. CARDWELL, M. P.

[Enclosure.]

PROVINCIAL SECRETARY'S OFFICE,
Halifax, August 18, 1864.

SIR: I am directed by his excellency the lieutenant-governor to acknowledge the receipt of your letter of to-day, and to say in reply that his excellency does not consider it his duty to detain the *Tallahassee*, or any man-of-war of a belligerent state, on the chance of evidence being hereafter found of her having violated international law, and in the absence of proof to that effect he can not withhold from her commander the privilege of obtaining as much coal as may be necessary to carry him to a port of the Confederate States without violating that strict neutrality he is bound to observe.

I am charged further to say that if any proof or circumstances of strong suspicion can be shown that arms or ammunition are to be supplied here to the *Tallahassee* his excellency will take adequate precautions to prevent such supplies being furnished.

I have, etc.,

CHARLES TUPPER.

M. M. JACKSON, Esq.,
U. S. Consul.

Letter from Lieutenant-Governor R. G. MacDonnell to Hon. E. Cardwell, M. P., concerning excessive shipment of coal by the C. S. S. Tallahassee at Halifax, Nova Scotia.

GOVERNMENT HOUSE,
Halifax, Nova Scotia, August 23, 1864.

SIR: In connection with my dispatch No. 9, of the 18th instant, I have the honor to state that on the following day (Friday, 19th instant) I found the Confederate cruiser *Tallahassee* still (11 a. m.) in the harbor and busily employed coaling. I was also informed through parties who had watched her movements, and on whom I relied, that up to that time she had shipped more than 180 tons of coal, a quantity greatly exceeding that necessary to take her to the nearest port in the Confederate States.

2. As I was aware that the *Tallahassee* had been committing extensive havoc among the shipping of the United States, and had caused thereby much excitement and alarm, it was specially incumbent on me to extend no indulgence to her beyond that to which she was strictly entitled under the Queen's orders of January, 1862.

3. It was clear that a cruiser reported to have captured or destroyed between thirty and forty vessels in about twelve days, and said to have a speed exceeding by 5 knots that of the *Alabama*, was the most formidable adversary which the Federal commerce had yet encountered. Under such circumstances, if she was permitted to take in a supply of coal here in excess of that strictly allowed, I felt that I should be enabling her to use one of her Majesty's ports for the purpose of procuring the material most destructive to the shipping and property of a power with which her Majesty is at peace. In the peculiar case of the *Tallahassee* even 5 tons of coal in excess of the amount strictly allowed might be regarded as insuring a heavy loss to Federal shipping.

4. I was therefore resolved to carry out strictly the orders of her Majesty's Government, and compel the commander of the *Tallahassee* to discharge every pound of coal which he might have put on board in excess of the quantity that would suffice, in the opinion of the admiral, to take *him to the nearest* Confederate port.

5. Accordingly, I wrote to that effect to Captain [John Taylor] Wood, of the *Tallahassee*, and at the same time requested Vice-Admiral Sir James Hope to take steps for enforcing execution of the order, which he did by sending an officer on board of the *Tallahassee*, accompanied by a number of armed boats.

6. As I was aware that many Federal cruisers had left the northern ports for the purpose of capturing the *Tallahassee*, and as every hour of compulsory detention therefore rendered her escape more difficult, I admit that nothing but a strong sense of duty could have induced me to issue the above stringent order. Therefore I was greatly relieved by learning through the admiral that the report of the *Tallahassee* having taken on board an excessive supply of coal was unfounded.

7. Accordingly, when Captain Wood applied later in the day for permission to complete his complement of coal up to 100 tons I informed him that he was at liberty to do so, and expressed my gratification at finding that he had not been using the extra period of his stay for the purpose of obtaining more coal than sufficient for his immediate wants. I also, in communicating that permission to the admiral, requested the latter to relieve Captain Wood from further surveillance, as I was extremely anxious under the circumstances to avoid needlessly wounding his feelings.

8. Later in the day he applied for and I gave him permission to remain twelve hours longer for the purpose of shipping a new mainmast. He did not, however, wholly avail himself of that permission, for without waiting to step the mast he left the harbor soon after midnight, as appears from the enclosed full and satisfactory report obligingly transmitted to me by the admiral.

9. About noon on the following day the U. S. gunboat *Pontoosuc*, Commander Stevens, entered the harbor and lay at York Redoubt, while, as I understand, five other Federal cruisers were met or seen at no great distance outside, being a portion of a fleet of thirteen which had immediately started from the United States ports on receiving by telegram information of the *Tallahassee's* arrival at Halifax. It should seem, therefore, that the latter had a very narrow escape.

10. The case is one which apparently presented no legal difficulties, and is only remarkable for the stringent order issued by myself to compel the commander of a belligerent cruiser to discharge all coal which he was supposed to have shipped in excess of the quantity required to take him to the nearest port in his own Government. The precedent will, I hope, prove useful.

I have, etc.,

R. G. MACDONNELL,
Lieutenant-Governor.

Right Hon. E. CARDWELL, M. P., etc.

Letter from Lieutenant-Governor R. G. MacDonnell to Hon. E. Cardwell, M. P., of the departure of the U. S. S. Pontoosuc before expiration of twenty-four hours from sailing of the C. S. S. Tallahassee.

GOVERNMENT HOUSE,
Halifax, Nova Scotia, August 31, 1864.

SIR: In reference to the transactions connected with the visit of the Confederate cruiser *Tallahassee* to Halifax, it has occurred to me that I ought to insist on all belligerent men-of-war which may hereafter visit this port, whether Federal or Confederate, resorting to the regular man-of-war anchorage opposite the dockyard.

2. In my dispatch No. 10, of the 23d instant, I mentioned that the Federal gunboat the *Pontoosuc* had called here on the 19th instant within twelve hours after the departure of the *Tallahassee*. She anchored off York Redoubt, at the entrance of the harbor, and more than 7 miles below the regular man-of-war anchorage.

3. Two of the officers paid me a visit of ceremony, accompanied by the U. S. consul, but did not visit the admiral, though an officer had waited on the commander of the *Pontoosuc* with a friendly tender of the admiral's services. Finally the *Pontoosuc*, in the course of the afternoon, got underway and proceeded to sea, apparently in chase of the *Tallahassee*, though twenty-four hours had not elapsed since the departure of the latter.

4. It will be remembered that in the case of the *Tallahassee* I had rigorously insisted on her compliance with the spirit and letter of the Queen's instructions. My doing so greatly increased the chances of her capture. Nevertheless, I was determined that regulations instituted for the preservation of the neutral attitude of her Majesty's Government should be enforced, and I have even directed the collectors of all the ports of this Province where she could be supplied with coal to warn her off and prevent her from receiving any such supplies till three months after her departure from this port.

5. It would, however, be a very one-sided neutrality which permitted a Federal vessel of war to set at naught a code of regulations which had been enforced against Confederate vessels. It is evident, however, that the departure of the *Pontoosuc* before the expiration of twenty-four hours from the sailing of the *Tallahassee* was clearly as open a violation of the Queen's orders as the taking in an excessive quantity of coal would have been in the case of the latter.

6. I therefore suggested to my council the expediency of passing the enclosed order,* with the view to placing the movements of such belligerent vessels more under the control of this Government. They concur in my opinion, and the order, which has the concurrence of the admiral, will be gazetted this evening, and will also be printed in a convenient form for handing to the officers on duty of every Federal or Confederate vessel of war entering the port in future.

7. It is my intention to communicate an extract from this dispatch and a copy of the enclosed order to Lord Lyons, with a request that his lordship will bring the matter to the notice of the Federal authorities, that the latter may adopt adequate means for making the order known to the commanders of their vessels of war.

I have, etc.,

R. G. MACDONNELL,
Lieutenant-Governor.

The Right Hon. EDWARD CARDWELL, etc.

Order from Lieutenant-Governor R. G. MacDonnell to collectors of ports at Sydney, etc., not to supply the C. S. S. Tallahassee with coal until expiration of three months from August 19, 1864.

PROVINCIAL SECRETARY'S OFFICE,
Halifax, August 31, 1864.

SIR: I have it in command from his excellency the lieutenant-governor to notify you that the *Tallahassee* (Confederate cruiser), having

See p. 295.

visited the port of Halifax and obtained a supply of coal on the 19th instant, is therefore not entitled to any further supply in any Nova Scotian port until the expiration of three months from that date.

I have, etc.,

JAS. H. THORNE.

The COLLECTOR, SYDNEY, PICTOU, COW BAY, LINGAN, AND GLACE BAY, CAPE BRETON ISLAND.

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*Cruise of the C. S. S. Chickamauga.**

Extracts from journal† of the C. S. S. Chickamauga, Lieutenant John Wilkinson, C. S. Navy, commanding, September 26 to December 15, 1864.

List of officers, C. S. S. Chickamauga.

John Wilkinson, lieutenant, commanding.
[W.] G. Dozier, first lieutenant and executive officer.
F. M. Roby, lieutenant.
Clarence [L.] Stanton, lieutenant.
C. F. Sevier, passed midshipman and master.
Clarence Cary, passed midshipman.
D. M. Lee, passed midshipman.
T. M. Berrien, passed midshipman.
B. Gibson, acting master's mate.
[J. J.] Ingraham, boatswain.
Julius Durand, gunner.
Wallace, pilot.
Sermons, pilot.
Garrison, pilot.
[J. C.] Schroeder, chief engineer.
[G. W.] Tennent, first assistant engineer.
[J. T.] Tucker, second assistant engineer.
[C. S.] Peck, third assistant engineer.
[J. W.] Tomlinson, third assistant engineer.
[T. P.] Barry, assistant paymaster.
[David] Bradford, first lieutenant marines.
Smith, pilot.
Jenkens, captain's clerk.
Bain, paymaster's clerk.
Pascalle [Paschall†], master's mate.

September 26, 1864.—Made preparations for leaving the navy yard [Wilmington], and at 12 m. hauled across the river and made fast to the wharf above the *Tallahassee.*

September 29.—There is no encouraging prospect for us to get out, as the steamer *Lynx* was struck eight times while running out the other night, and had to be beached to save her from sinking.

September 30.—Last night was thought very favorable for running the blockade, and a steamer tried coming in, but was much cut up and had to be beached. I have not heard her name. The *Wild Rover* is supposed to have gone out without being hurt. The steamer *Lady Sterling*, which came in a night or two ago, has come up to the city.

October 1.—At 11:30 this morning we got underway and stood down the river. At 12:40 p. m. we anchored in Five Fathom Hole. The *Falcon* and *Owl* are lying near us; they will go out to-night. About 5 p. m. we got underway and stood down the river toward Smithville, which is about 5 miles off, but upon striking upon a bar about halfway we determined to wait for the next tide, and accordingly backed off and came to anchor. I went aloft this evening and saw seven blockading vessels off New Inlet.

October 2.—This morning in my watch we got underway and came down to Smithville and anchored. The steamer *Hattie* came in last night; she is from Halifax. The *Owl*, *Falcon*, and *Helen* did not attempt to go.

October 3.—The steamer *Talisman*, from Bermuda, came in last night without being fired at. The *Owl* went out and had nine shots fired at

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*No reports of this cruise found.
†Kept by Midshipman Clarence Cary, C. S. Navy.

her. The Yankees know perfectly well that we are waiting to go out, as we are in sight from their mastheads, and then we fired a shot from each gun this morning.

October 4.—Last night at about half past 8 we got up steam and got underway and stood down to the Western Bar, or Old Inlet, with the intention of going out if possible; but the night was, unfortunately, too light, and we had to return. We went out about 5 or 6 miles, and when we were preparing to go over the outer bar we sighted three Yankees lying right in the channel where we had to go, and as going on was impossible we had to turn back. We would have gone on but for the brightness of the night. The steamer *Banshee No. 2* came in New Inlet last night, and had but two shots fired at her; she was from Bermuda, and will be quarantined for thirty days.

October 5.—The *Falcon* and *Helen* both got up steam to go, but failed. During my watch last night there was some musketry firing down at Caswell, and the long roll was beaten all around. We immediately prepared to meet an attack, but it turned out to be a false alarm. There is but one way open for us now (as there is not enough [water] on the Rip at New Inlet), and that is this bar, which is well blockaded. There were eleven off here to-day.

October 6.—Last night was, as usual, very light, and of course we could not go. The steamer *Florie* ran out of New Inlet and had over sixty shots fired at her, besides innumerable rockets. This morning I went with some of our officers in the cutter to Bald Head for fish. I went to the top of the light-house and had a view of the blockade. I counted ten vessels off New Inlet.

October 7.—Last night being dark enough, the captain determined to go out if possible; so we got underway at 9:30 p. m. and proceded down to the Rip, upon which we grounded; after some trouble we succeeded in backing off. We tried again and again, but with ill success, and finally we had to go back to our old anchorage.

October 8.—Last evening the pilot came on board and had a consultation with the captain. It turns out that we will not go out for three weeks (that is, until the 28th) from to-day. The moon is very bright now and the tides will not suit. The *Helen* went out clear last night and had no shots fired at her. She draws 10½ feet water; we draw 11 feet 3 inches. At meridian we got underway and headed up toward Fort Fisher. Set the foresail and jib and made splendid time, considering the small amount of steam and bad trim of our ship. The explosion [heard] last night has turned out to be a Yankee gunboat, which had come in too close and got aground. She was set on fire by her own crew, who escaped in boats. The steamer *Annie* got aground outside of [Fort] Fisher last night, while running in. We arrived in Wilmington at about 3 p. m.

October 13.—There were three deaths from fever yesterday [in Wilmington]. All the population seems to be in a panic.

October 20.—At about 4 p. m. hauled out to our old anchorage. The vessels are commencing to run in and out now, and it will not be long before we go, I hope. The steamer *Virginia* came in last night from Bermuda. The steamers *Wando* and *Talisman* went down to-day to the forts.

October 21.—They anticipate an attack on Wilmington from the Yankee fleet under Porter.

October 23.—The steamers *Virginia* and *General Armstrong* came up to the city. The *Talisman* and *Wando* went out night before last. General *Bragg arrived in Wilmington* and has taken command of this

department. No news of the meditated attack of the Yankees on this place. I believe the Yankee fleet is preparing for a fight on the James as soon as Butler's canal is finished.

October 24.—Steamer *Lucy* came in last night. C. S. S. *Tallahassee* hauled out in the stream and will probably go day after to-morrow.

October 27.—At 3:40 p. m. we hove up anchor and proceeded down the river in company with the C. S. S. *Tallahassee.* At 5:40 anchored; the *Tallahassee* anchored about half a mile above.

October 28.—At 8 a. m. stood down the river toward Smithville. The steamers *Virginia* and *General Armstrong* went out last night without a shot. We will go to-night if there is sufficient water on the Rip. Left the *Tallahassee* at New Inlet. At 5 p. m. got underway and proceeded down to the Rip, which, after one unsuccessful attempt, we crossed with little difficulty at 6 p. m. At 7 crossed the bar and passed through the Yankee fleet. We sighted —— vessels, one of which threw up rockets and gave chase, also firing her guns. She fired twelve shots at us, all of which were too high, but were pretty good line shots. It was so rough on the bar that they could not fire with any accuracy. As soon as the Yankee gave chase we shifted some of the coal from the forehold and trimmed the ship in that way. The ship has been running very well. We dropped the Yankee about 8 p. m.

October 29.—After we got clear of the blockade we steered E. ½ N. for some hours.

October 30.—At 11 a. m. sighted a sail right ahead, which we chased and overhauled. She was the bark *Mark L. Potter*, of Bangor, Me., bound to Key West with a cargo of lime, bricks, and lumber. Took on board the officers and crew (thirteen in all) and set fire to her. At 4 p. m. stood off on our course. Got plenty of good provisions off the prize and many valuable articles for ship's use; also took five boats, three of which are very pretty little dingies. Threw overboard one of our own old boats. Got underway and stood to the northward and westward.

October 31.—About 10 a. m. sighted a sail ahead and gave chase. About 10:30 came alongside of her and hove her to. She proved to be the bark *Emily L. Hall*, of New York. She was from Cardenas, Cuba, bound to New York with a cargo of sugar and molasses. This ship we burned, and stood on in chase of a ship which turned out to be the ship *Shooting Star*, of New York. She was from New York and bound to Havana with a cargo of coal (1,500 tons). While alongside of her another sail hove in sight. We stood for her and hove her to. She was the *Albion Lincoln*, of [Harpswell], Me., with a cargo of lumber, bound to ———. The former we burned and the latter we bonded for $18,000. To her we transferred all the prisoners (about forty in number), after giving them their parole. A fine ship passed to windward of us, but we were too busy to notice her, and she got away.

November 1.—At 12 [meridian] sighted the light-house on Montauk Point—that is, on the end of Long Island. At 3:30 p. m. passed and spoke the schooner *Reliance*, of Annapolis, Nova Scotia. At 6 hove to the schooners *Goodspeed*, of Philadelphia, and *Otter Rock*, of Boston, both of which we scuttled. Got late Yankee papers, which say the enemy have discovered our exit from Wilmington, and have sent three steamers after us; so in a few days we are likely to have a lively time. An alarm was just now made that the Yankees were bearing down upon us in a steamer. All lights were put out and everybody ran on deck, when down came a large schooner with both lights set, which nearly ran us down.

November 2.—This morning about 8 a. m. caught up with the bark *Speedwell*, of Boston, bound to Philadelphia, in ballast. She was an old craft, and had ladies on board, and on this account we bonded her for $18,000, to be paid in gold. Paroled her crew and the crew of the schooner and sent them off. Got from her Boston papers of the 1st. We find from them that the Yankees "know we're out." They have sent steamers after us already; the *Vanderbilt* is out.

November 6.—Altered our course and stood for Bermuda. At 4 p. m. standing around S. W. end of Bermuda. Too late to take a pilot. All night we kept the ship steaming slowly between David's Head and Gibbs Island [Hill] light.

November 7.—At 7:25 a. m. took a Bermuda pilot. At 8 a. m. let go the port anchor with 25 fathoms chain in Five Fathom Hole, off St. George.

November 8.—Hove up anchor at 5 p. m. and came to St. George, and let go anchor at about 4:30.

November 13.—About sixty-five men, including the gunner, have left without leave.

November 14.—Went to Hamilton early this morning, but was not successful in getting the men. The governor-general has decided that we, not being a recognized power, have no right to arrest our men.

November 15.—At 2:30 p. m. got underway and stood out of the harbor. Heard of Lincoln's election; am glad of it. Heard the *Tallahassee* had destroyed four vessels.

November 16.—About 8 a. m. sighted a sail; gave chase, and about 10 a. m. came up with it. Proved to be the ship *Christine*, of Kien, Norway. Showed her our true colors, upon which she saluted us. We continued on our course. At about 4 p. m. made a sail; proved to be the *Jacop Cappé*, of St. Thomas, a barkentine. As she was French, we passed on without further delay.

November 18.—Saw two sails during the day, one of which was a steamer. We changed our course twice to avoid the latter; he did not see us, fortunately, and we stood on for the land, hoping to reach the bar (New Inlet) before 10 p. m.—that is, before the moon rose. We did not calculate well, however, for at 10 we were not in soundings. About 11 we saw breakers ahead and had to back both engines to get clear of them; then we saw houses on the beach and two wrecks which everybody declared to be those at New Inlet. All hands were congratulating one another upon having run the blockade without seeing anything, but after signalizing and getting no answer the talk began to change. We sent a boat into the beach and the pilot soon came back and said he did not recognize the coast at all. The captain then took the ship himself and stood to the southward and eastward [westward].

November 19.—At 5:30 a. m. found ourselves really inside the blockade and just under the guns of Fort Fisher. We let go anchor to wait until the tide made sufficiently for us to cross the bar. Found the place where we had sent the boat on shore to be Masonboro Inlet, abont 20 miles to the northward. About 7 a. m. the fog lifted and a small Yankee gunboat came in and opened fire. We answered from our large gun. The firing brought up three more, who all commenced firing as fast as they could, we replying and the forts firing occasionally. About 7:30 the Yankees drew off. At 8 a. m. they returned to the attack with five vessels, whereupon we got underway and crossed the bar in safety. At 10:45 crossed the Rip and proceeded in toward Wilmington. The forts opened fire as we came in and the Yankees hauled off again.

Reached Wilmington about 11 a. m. Found the *Tallahassee* safe in port, she having destroyed six vessels, one of which was a brig that we chased the second day out.

Until about the middle of December nothing occurred. The officers were granted leave. The *Tallahassee* was put out of commission about the 15th of December and loaded with cotton. The command was given to Captain Wilkinson, Captain [Wm. H.] Ward taking command of the *Chickamauga*.*

Report of C. S. Agent Jacob Thompson, regarding his efforts to arouse the Northwestern States in favor of the Confederacy, and the capture of the steamers Philo Parsons and Island Queen in Lake Erie.

TORONTO, CANADA WEST, *December 3, 1864.*

SIR: Several times have I attempted to send you communications, but I have no assurance that any one of them has been received. I have relaxed no effort to carry out the objects the Government had in view in sending me here. I had hoped at different times to have accomplished more, but still I do not think my mission has been altogether fruitless. At all events, we have afforded the Northwestern States the amplest opportunity to throw off the galling dynasty at Washington and openly to take ground in favor of State rights and civil liberty. This fact must satisfy the large class of discontents at home of the readiness and willingness of the Administration to avail itself of every proffered assistance in our great struggle for independence. On my arrival here I heard that there was such an organization as the Order of the Sons of Liberty in the Northern States, and my first effort was to learn its strength, it principles, and its objects, and if possible to put myself in communication with its leading spirits. This was effected without much difficulty or delay. I was received among them with cordiality, and the greatest confidence at once extended to me. The number of its members was large, but not so great as Mr. Holt, in his official report, represented it to be. Its objects were political; its principles were that the Government was based on the consent of the parties to it; that the States were the parties and were sovereign; that there was no authority in the General Government to coerce a seceding State. The resolutions of 1798 and 1799 were set forth as presenting the true theory of the Government. Its organization was essentially military. It had its commanders of divisions, of brigades, of regiments, of companies. In the month of June last the universal feeling among its members—leaders and privates—was that it was useless to hold a Presidential election. Lincoln had the power and would certainly reelect himself, and there was no hope but in force. The belief was entertained, and freely expressed that by a bold, vigorous, and concerted movement the three great Northwestern States of Illinois, Indiana, and Ohio could be seized and held. This being done, the States of Kentucky and Missouri could easily be lifted from their prostate condition and placed on their feet, and this in sixty days would end the war. While everything was moving on smoothly to a supposed successful consummation, the first interruption in the calculation was the postponement of the meeting of the Democratic convention from the 4th of July to the 29th of August; but preparations still went on, and in one of the States the 20th of July was fixed as the day for a movement. But before the day arrived a general council of the order from different States was called,

* For cruise of C. S. S. Olustee, see p. 898.

and it was thought the movement on the 20th of July would be premature, and the 16th of August was fixed upon for a general uprising. This postponement was insisted upon on the ground that it was necessary to have a series of public meetings to prepare the public mind, and appointments for public peace meetings were made, one at Peoria, one at Springfield, and one at Chicago, on the 16th. The first one was at Peoria, and to make it a success I agreed that so much money as was necessary would be furnished by me. It was held, and was a decided success. The vast multitudes who attended seemed to be swayed but by one leading idea—peace. The friends were encouraged and strengthened, and seemed anxious for the day when they would do something to hasten them to the great goal of peace. About this time that correspondence between our friends and Horace Greeley made its appearance. Lincoln's manifesto shocked the country. The belief in some way prevailed over the North that the South would agree to a reconstruction, and the politicians, especially the leading ones, conceived the idea that on such an issue Lincoln could be beaten at the ballot box. At all events, they argued that the trial of the ballot box should be made before a resort to force, always a *dernier ressort.* The Springfield meeting came off, but it was apparent that the fire exhibited at Peoria had already diminished; the whole tone of the speakers was that the people must rely on the ballot box for redress of grievances. The nerves of the leaders of the order began to relax. About this time a large lot of arms was purchased and sent to Indianapolis, which was discovered, and some of the leading men were charged with the design to arm the members of the order for treasonable purposes. Treachery showed itself at Louisville. Judge Bullitt and Dr. Kalfus were arrested and sent to Memphis. The day on which the great movement was to be made became known to Mr. [J. E.] McDonald, candidate for governor of Indiana, and believing that it would mar his prospects for election unless prevented, he threatened to expose all the parties engaged unless the project was abandoned. Thus the day passed by and nothing was done. The Chicago convention came; the crowd was immense; the feeling was unanimous for peace. A general impression prevailed that a reconstruction could be had, and that it was necessary to so far pander to the military feeling as to take General McClellan to secure a certain success. This nomination, followed as it was by divers disclosures and arrests of persons—prominent members—totally demoralized the Sons of Liberty. The feeling with the masses is as strong as ever. They are true, brave, and, I believe, willing and ready, but they have no leaders. The vigilance of the Administration, its large detective force, the large bounties paid for treachery, and the respectable men who have yielded to the temptation, added to the large military force stationed in those States, make organization and preparation almost an impossibility. A large sum of money has been expended in fostering and furthering these operations, and it now seems to have been to little profit; but in reviewing the past I do not see how it could have been avoided, nor has it been spent altogether in vain. The apprehensions of the enemy have caused him to bring back and keep from the field in front at least 60,000 to watch and browbeat the people at home. In this view of the subject, the same amount of money has effected so much in no other quarter since the commencement of the war. In July last Captain Charles H. Cole, of General Forrest's command, made his escape from prison. He represented to me that he had been appointed a lieutenant in our Navy. I sent him around *the Lakes with instructions* to go as a lower-deck passenger,

to familiarize himself with all the channels and different approaches to the several harbors, the strength of each place, the depositories of coal, and especially to learn all that he could about the war steamer *Michigan*, and devise some plan for her capture or destruction. This duty he performed very satisfactorily. He was then instructed to return and put himself in communication with the officers of the *Michigan*, and, feeling his way, to endeavor to purchase the boat from its officers. For a time he thought he would succeed in this if he could give the guaranties of payment of the sums stipulated, but by degrees the question was dropped, and he asked permission to organize a force, board and take her. This was given, and Acting Master John Y. Beall was sent him to aid in the organization and in carrying out the enterprise. Their plan was well conceived and held out the promise of success. It had been previously ascertained from escaped prisoners from Johnson's Island that an organization existed among the prisoners on the island for the purpose of surprising the guard and capturing the island; the presence of the steamer *Michigan*, which carried fourteen guns, was the only obstacle. Secret communications were had by which they were advised that on the night of the 19th of September an attempt to seize the *Michigan* would be made. On that night Captain Cole, who had previously established the friendliest relations with the officers of the steamer, was to have a wine-drinking with them on board, and at a given hour Acting Master Beall was to appear, on a boat to be obtained for that purpose, with a sufficient body of Confederate soldiers to board and take the steamer. Should they capture the steamer, a cannon shot sent through the officers' quarters on Johnson's Island was to signify to the prisoners that the hour for their release had come. Should they take the island, boats were to be improvised and Sandusky was to be attacked. If taken, the prisoners were to be mounted and make for Cleveland, the boats cooperating; and from Cleveland the prisoners were to make Wheeling, and thence to Virginia. The key to the whole movement was the capture of the *Michigan*. On the evening of the 19th, by some treachery, Cole was arrested, and the messenger who was to meet Acting Master Beall at Kelley's Island did not reach him. Disappointed, but nothing daunted Acting Master Beall, having possession of the *Philo Parsons*, passenger steamer from Detroit to Sandusky, went on his way toward Johnson's Island. Having landed at Middle Bass Island to secure a supply of wood, the steamer *Island Queen*, with a large number of passengers and thirty-two soldiers, came up alongside and lashed herself to the *Parsons*. An attack was at once resolved upon. The passengers and soldiers were soon made prisoners, and the boat delivered up to our men. The soldiers were regularly paroled, the passengers were left on the island, having given their promise not to leave for twenty-four hours, and the boat was towed out into the lake and sunk. The *Parsons* was then steered directly for the bay of Sandusky. Here the men, from certain reasons not altogether satisfactory, but possibly fortunately, refused to make the attack on the *Michigan*. Beall returned, landed at Sandwich, Canada West, and the men scattered through the country. Most of them have returned to the Confederate States; but a few days since Acting Master Bennett G. Burley was arrested, and the trial is now going on for his delivery under the extradition treaty. If we had Cole's, Beall's, or his own commission, I should not fear the result; as it is, *they will* have to prove that they acted under my order, and that will *in all* probability secure his release; but it may lead to my expulsion *from the* provinces. At least, I have it from a reliable source that this *last* proposition has been pressed upon the Canadian authorities, and

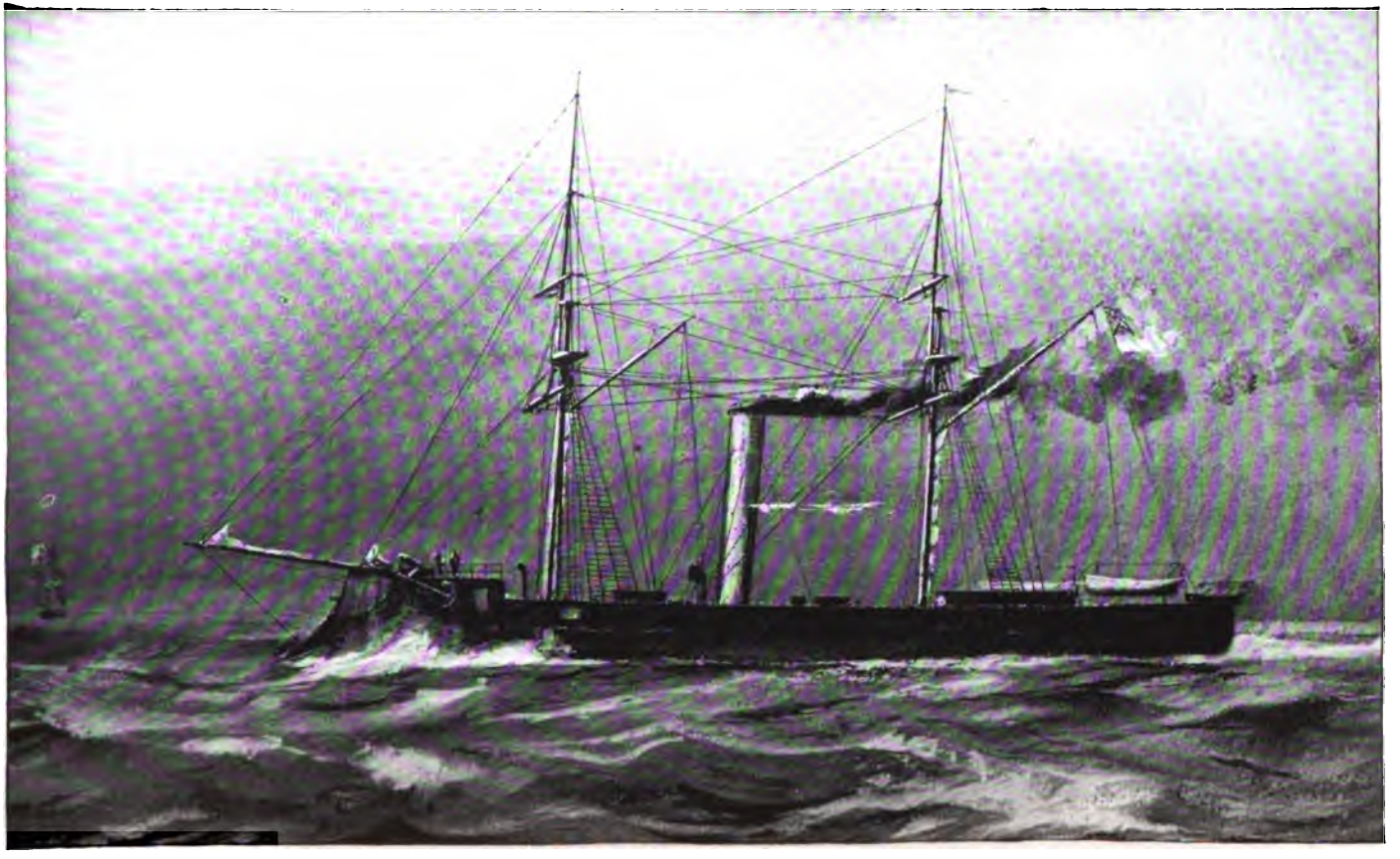
they have considered it. Should the course of events take this direction, unadvised by you I shall consider it my duty to remain where I am and abide the issue. I should prefer, if it be possible, to have your views on the subject. Captain Cole is still a prisoner on Johnson's Island. In obedience to your suggestion, as far as it was practicable, soon after my arrival here I urged the people in the North to convert their paper money into gold and withdraw it from the market. I am satisfied this policy was adopted and carried into effect to some extent, but how extensively I am unable to state. What effect it had on the gold market it is impossible to estimate, but certain it is that gold continued to appreciate until it went to 290. The high price may have tempted many to change their policy, because afterwards gold fell in the market to 150. When it was about 180, and exportation of gold was so small that there appeared to be but little or no demand for it, Mr. John Porterfield, formerly a banker in Nashville, but now a resident of Montreal, was furnished with $100,000, and instructed to proceed to New York to carry out a financial policy of his own conception, which consisted in the purchase of gold and exporting the same, selling it for sterling bills of exchange, and then again converting his exchange into gold. This process involved a certain loss—the cost of transshipment. He was instructed by Mr. Clay and myself to go on with his policy until he had expended $25,000, with which he supposed he would ship directly $5,000,000, and induce others to ship much more, and then, if the effect upon the gold market was not very perceptible, he was to desist and return to Canada and restore the money unexpended. By his last report he had caused the shipment of more than $2,000,000 of gold at an expense of less than $10,000; but it seems that a Mr. Lyons, who had been a former partner of Porterfield, was arrested by General Butler on the ground that he was exporting gold, and although Mr. Lyons had no connection with Mr. Porterfield in this transaction, yet he thought it prudent to return to Canada, and while he retains the unexpended balance of the $25,000 to carry out his instructions, he has restored $75,000. I must confess that the first shipment had a marked effect on the market. I am inclined to the opinion that his theory will work great damage and distrust to the Federal finances if vigorously followed up, and if no untoward circumstances should interfere with the operation. Soon after I reached Canada a Mr. Minor Major visited me and represented himself as an accredited agent from the Confederate States to destroy steamboats on the Mississippi River, and that his operations were suspended for want of means. I advanced to him $2,000 in Federal currency, and soon afterwards several boats were burned at St. Louis, involving an immense loss of property to the enemy. He became suspected, as he represented to me, of being the author of this burning, and from that time both he and his men have been hiding, and consequently have done nothing. Money has been advanced to Mr. Churchill, of Cincinnati, to organize a corps for the purpose of incendiarism in that city. I consider him a true man, and although as yet he has effected but little, I am in constant expectation of hearing of effective work in that quarter.

Previous to the arrival of Lieutenant-Colonel Martin and Lieutenant Headly, bringing an unsigned note from you, all the different places where our prisoners are confined—Camp Douglas, Rock Island, Camp Morton, Camp Chase, Elmira—had been thoroughly examined, and the conclusion was forced upon us that all efforts to release them without an outside cooperation would bring disaster upon the prisoners and result in no *good. All projects of that* sort were abandoned, except that at Camp *Douglas, where Captain* Hines still believed he could effect

release. We yielded to his firmness, zeal, and persistence, and his plans were plausible, but treachery defeated him before his well-laid schemes were developed. Having nothing else on hand, Colonel Martin expressed a wish to organize a corps to burn New York City. He was allowed to do so, and a most daring attempt has been made to fire that city; but their reliance on the Greek fire has proved a misfortune; it can not be depended on as an agent in such work. I have no faith whatever in it, and no attempt shall hereafter be made under my general directions with any such materials. I knew nothing whatever of the raid on St. Albans [Vt.] until after it transpired. Desiring to have a boat on whose captain and crew reliance could be placed, and on board of which arms could be sent to convenient points for arming such vessels as could be seized for operations on the Lakes, I aided Dr. James T. Bates, of Kentucky, an old steamboat captain, in the purchase of the steamer *Georgian*. She had scarcely been transferred when the story went abroad that she had been purchased and armed for the purpose of sinking the *Michigan*, releasing the prisoners on Johnson's Island, and destroying the shipping on the Lakes and the cities on their margin. The wildest consternation prevailed in all the border cities. At Buffalo two tugs had cannon placed on board; four regiments of soldiers were sent there—two of them represented to have been drawn from the Army of Virginia; bells were rung at Detroit, and churches broken up on Sunday. The whole lake shore was a scene of wild excitement. Boats were sent out, which boarded the *Georgian* and found nothing contraband on board; but still the people were incredulous.

The bane and curse of carrying out anything in this country is the surveillance under which we act. Detectives, or those ready to give information, stand at every street corner. Two or three can not interchange ideas without a reporter.

The Presidential election has so demoralized the leaders of the Order of the Sons of Liberty that a new organization, under new leaders, has become an absolute necessity. This is now going forward with great vigor and success. The new order is styled The Order of the Star. There is a general expectation that there will soon be a new draft, and the members swear resistance to another draft. It is purely military, wholly independent of politics and politicians. It is given out among the members that Stonewall Jackson is the founder of the order, and the name has its significance from the stars on the collars of Southern officers. There is no ground to doubt that the masses, to a large extent, of the North are brave and true, and believe Lincoln a tyrant and usurper. During my stay in Canada a great amount of property has been destroyed by burning. The information brought me as to the perpetrators is so conflicting and contradictory that I am satisfied that nothing can be certainly known. Should claims be presented at the War Office for payment for this kind of work, not one dollar should be advanced on any proof adduced until all the parties concerned may have an opportunity for making out and presenting proof. Several parties claim to have done the work at St. Louis, New Orleans, Louisville, Brooklyn, Philadelphia, and at Cairo. Within the last few days Dr. K. I. Stewart, of Virginia, has reached this place, and very mysteriously informs me that he has a plan for the execution of something which has received the sanction of the President. He is in want of *money*, and states to me that you gave him a draft on me for $20,000 *in gold*, which has been lost on the way. He has sent back to Richmond for a renewal. He has rented a large house and moved his family *into it*. I can not doubt his word, but of course I do not feel author-



CONFEDERATE STATES STEAMER STONEWALL.

ized to advance him money without your authority or that of the President. I have, however, been constrained to advance him $500 in gold, on his written statement that unless the money was in hand the lives and liberties of high Confederate officers would be imperiled.

Owing to the health of Mr. Clay, we separated at Halifax, and since then we have not lived together, though we have been in consulting distance. As the money was all in my name, which I supposed to be controlled by us jointly, and as he desired to have a sum placed in his hands, at all times subject to his personal control, I transferred to him $93,614, for which I hold his receipts, and for which he promises to account to the proper authorities at home. Including the money turned over to Mr. Clay, all of which he has not yet expended, the entire expenditures as yet, on all accounts, are about $300,000. I still hold three drafts for $100,000 each, which have not been collected. Should you think it best for me to return, I would be glad to know in what way you think I had best return with the funds remaining on hand. I infer from your "personal" in the New York News that it is your wish I should remain here for the present, and I shall obey your orders. Indeed, I have so many papers in my possession which, in the hands of the enemy, would utterly ruin and destroy very many of the prominent men in the North, that a due sense of my obligation to them will force on me the extremest caution in my movements.

For the future, discarding all dependence on the organizations in the Northern States, our efforts, in my judgment, should be directed to inducing those who are conscripted in the North, and who utterly refuse to join the Army to fight against the Confederate States, to make their way South to join our service. It is believed by many that at least a number sufficient to make up a division may be secured in this way for our service before spring, especially if our Army opens up a road to the Ohio. Some are now on their way to Corinth, which at present is the point of rendezvous. Also to operate on their railroads and force the enemy to keep up a guard on all their roads, which will require a large standing army at home, and to burn whenever it is practicable, and thus make the men of property feel their insecurity and tire them out with the war. The attempt on New York has produced a great panic, which will not subside at their bidding. This letter, though long, does not, I am aware, report many things of minor importance which have occurred during my sojourn in Canada; but I shall omit them at present.

Very respectfully, your obedient servant,

J. THOMPSON.

Hon. J. P. BENJAMIN,
Secretary of State.

Cruise of the C. S. ram Stonewall.

Instructions of Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Captain Page, C. S. Navy, appointed to command the C. S. ram Stonewall.

PARIS, *December 17, 1864*

SIR: You will put yourself in communication with Commander J. D. Bulloch, C. S. Navy, financial agent of the Navy Department, in reference to a vessel of war which he is about to secure for the Confederate Government. When this vessel shall be turned over to you, you will receive and commission her as a Confederate States man-of-war and

proceed on a cruise against the commerce of the United States, and in the performance of other duties appertaining to the office of a national ship.

The raising of the blockade of the port of Wilmington, N. C., is an object of great importance to the Confederacy, and particularly pointed out by the honorable Secretary of the Navy in his instructions to me. The vessel which you are about to command is deemed adequate to this work. I am informed that the U. S. S. *Minnesota* is sometimes off this station, but generally the blockade is maintained by light, fast steamers, not specially calculated for war purposes. The dispersion of the blockading fleet and the raising of the blockade must both be so unquestionable and clear that human ingenuity will find difficulty in inventing a valid denial of the fact, as upon the flimsiest foundation the enemy will dispute it.

The interception of the California steamers offers a tempting service that, if successful, will be most acceptable to the Government and country. A dash at the New England ports and commerce might be made very destructive, and would be a heavy blow in the right place. A few days' cruising on the banks may inflict severe injury on the fisheries of the United States. Bonding vessels and cargoes should only be resorted to when circumstances prevent their destruction. During this war Federal owners of ships and cargoes have adopted the practice of placing them under British protection, which may at times cause you embarrassment; but you will be careful to observe the strictest regard for the rights of neutrals, and not to lose any opportunity in cultivating friendly relations with their naval and merchant services and of placing the character of the struggle in which we are engaged in its proper light.

Your position is an important one, not only with reference to the immediate results to the enemy's property, but from the fact that neutral rights may frequently arise under it; reliance, however, is placed in your judgment and discretion for meeting and disposing of such questions. You will not hesitate to assume responsibility when the interests of your country demand it; and should your judgment ever hesitate in seeking the solution of any difficulty, it may be aided by the reflection that you are to do the enemy's property the greatest injury in the shortest time. Authority is vested in you to make acting appointments to fill vacancies or answer emergencies that may occur. You will communicate with your Government as frequently as possible through any safe channel that may offer.

The maintenance of strict naval discipline will be essential to your success; you will enjoin this upon your officers and enforce its rigid observance, always tempering justice with humane and kind treatment.

I am, respectfully, etc.,

S. BARRON,
Flag-Officer.

Captain T. JEFF. PAGE, C. S. Navy.

Letter from Commander Bulloch, C. S. Navy, to the Confederate Secretary of the Navy, regarding the preparation abroad of vessels for Confederate service.

LONDON, *January 10, 1865.*

SIR: When I had the honor to write you on the 24th October, 1864, I reported an offer to deliver to me at sea one of our French iron-clads, and in the letter referred to I gave my reasons for declining his proposition.

Since that time I have been induced to reconsider that determination, and have entered into an agreement with Mr. de Rivière which up to this moment seems likely to result in success.

As soon as the effort appeared practicable I applied to Commodore Barron for the necessary detail of officers, and have been so busy since that time with the necessary preparations that I have not time now to report in full; but I enclose you herewith documents which will give you sufficient knowledge of the progress of the undertaking, and the arrival of the ironclad upon the coast. If nothing hereafter happens to interrupt her progress, will announce to you its success.

You will observe by reading the enclosed copy of agreement between Mr. de Rivière and myself that I pay him a large commission for his services.

Captain Page, who is appointed to command the ironclad, joined her in Copenhagen, and I detached Lieutenant R. R. Carter from special service to go to Copenhagen with Captain Page, as I thought his practical qualities could be more profitably employed in that service than in any other way now offering. I have requested Captain Page to name the ironclad *Stonewall*, an appellation not inconsistent with her character, and one which will appeal to the feelings and sympathies of our people at home. Captain Page left Copenhagen in the *Stonewall* with a temporary crew engaged by Mr. de Rivière on the 7th instant, but has been detained by a snowstorm at Elsinore, as I learn by telegraph, a circumstance which occasions much uneasiness. In the meantime I have prepared the tender with stores, officers, and men, and circumstances compel me to dispatch her at an early hour to-morrow (it is now midnight); hence the hasty character of this dispatch. As in my letter of the 24th October I spoke harshly of Mr. de Rivière, I feel bound to say that thus far he has behaved with great discretion and energy, and if he delivers the ironclad at Belle Île I shall take occasion to bring him to your most favorable notice. For all particulars I must for the present refer to the enclosed documents.

I have this day had the honor to receive your dispatch of November 17, 1864. I have written you many times since the 6th of August last, and regret that you should so often fail to receive my letters. Noticing the points of your dispatch seriatim, I will say:

First. You are correct in your surmise about the *Sea King*. She is now the C. S. S. *Shenandoah*, and has already made five prizes while en route for her cruising ground among the New England fleet of whalers.

Second. "The two small steamers for special service described in my" (your) "letter of the 30th of July" are both completed. One sails day after to-morrow (12th instant), as per enclosed letter of instructions to Lieutenant Low. The large boats described in your letter of July 18, 1864, are well advanced.

I note all other subjects and instructions in your dispatch, and will give them my immediate attention, especially the suggestions in regard to our prisoners at Johnson's Island. I confess, however, that for the present I do not see how they can be reached from this side of the Atlantic.

I have long thought that a severe blow might be struck at New Bedford, Salem, Portland, and other New England towns by sending from this side ships prepared with incendiary shells and Hall's rockets. If you will send out Commander Davidson and Lieutenant J. Pembroke Jones, and will detail Lieutenant Murdaugh, who is now in Europe, these three officers to command the ships, and each having not more than two subordinates of prudence and experience, I think the expe-

dition could be secretly managed in the spring or early summer. The officers should be ordered to go to Halifax, and thence report to me, except Lieutenant Murdaugh, who is already in Europe, and who can materially assist in the preparation of the expedition. If you approve this suggestion, you will please give me the earliest possible intimation of your views. I should propose, with your approval, to use for the expedition the two steamers described in my letter of the 18th July, 1864, and the composite ship described to you in a previous dispatch, the copy of which is in my office at Liverpool, but the date of which I do not now remember.

I beg leave to annex a list of enclosed documents, among which you will observe a correspondence with Mr. W. G. Crenshaw. Mr. Crenshaw came handsomely to my aid in the matter referred to, but if there should be any question of remuneration for the services of the *City of Richmond* I respectfully request that you will refer the matter to General McRae or to myself, both of us being well acquainted with all the circumstances.

List of enclosed documents.

First. Copy memorandum of agreement between H. A. de Rivière and J. D. Bulloch.

Second. System of telegraphs for communicating with ironclad.

Third. Copy of letter of J. D. Bulloch to W. G. Crenshaw, London, 18th December, 1864.

Fourth. Copy of letter from W. G. Crenshaw to J. D. Bulloch and reply of J. D. B[ulloch] to W. G. Crenshaw.

Fifth. Copy of letter to Commander Hunter Davidson, London, January 10, 1865.

Sixth. Copy of instructions to Lieutenant Low, London, January 8, 1865.

Seventh. Duplicate of dispatch of 20th October, 1864, with instructions to Lieutenant Commanding Waddell, Lieutenant Ramsay, and Lieutenant Whittle, and list of officers of C. S. S. *Shenandoah*.

Eighth. Duplicate of dispatch of October 24, 1864, with drawings of large and small steamers.

I have the honor to be, your obedient servant,

JAMES D. BULLOCH.

Hon. S. R. MALLORY,
Secretary of the Navy.

[Enclosures.]

Copy of agreement between H. A. de Rivière and J. D. Bulloch.

PARIS, *December 16, 1864.*

The armor-clad ram *Sphinx*, built by Messrs. Arman, of Bordeaux, under contract with J. D. Bulloch, now lies at Copenhagen fully equipped for sea, and with the battery originally intended for her (namely, one 300-pounder Armstrong and two 70-pounder Armstrong guns) actually mounted and in place.

The *Sphinx* has been sold under certain conditions to the Government of Denmark, and while en route to Denmark she was taken into a Swedish port, was nominally sold to a Swedish gentleman, Mr. N——, and then proceeded, under the Swedish flag, to Copenhagen, where she now lies in charge of Mr. Puggard, a banker of that city. The Government of Denmark being no longer pressed by the demands of war, does not seem anxious to confirm the bargain of sale, and some defect or

failure in the conditions on the part of the seller presents a favorable opportunity for annulling it in a manner which it is thought will not excite suspicion. Mr. Henri A. de Rivière is the duly authorized agent of Mr. Arman, and is fully authorized by him to make any settlement with the Danish Government which may seem to him to be best for the interest of all parties concerned. Under the above circumstances Mr. de Rivière proposes to manage the further negotiations with the Danish Government in such a way as to cause its agent to reject the *Sphinx*, under the plea that her performances do not come up to the stipulations of the contract, and he then proposes to close the transaction in the ordinary business way, and to bring the *Sphinx* from Copenhagen as if to return her to Mr. Arman at Bordeaux, he being provided with orders to this effect from Mr. Arman, which orders, with the view of allaying all suspicion, are to be made known to the Danish minister of marine, and to the French minister or consul at Copenhagen. Mr. de Rivière does not anticipate any difficulty in getting the *Sphinx* away from Copenhagen, for having taken her there as a private ship under certain conditions of sale, and the whole transaction having thus far been conducted without disguise and in perfect good faith on all sides, he does not regard it as within the range of probability that the Danish Government will refuse to grant a prompt and regular clearance to a vessel under a foreign flag which has violated no Danish law or harbor regulation, and the owners of which under all the circumstances would seem to be entitled to its consideration. Assuming that there will be no opposition on the part of the Danish authorities, the *Sphinx* will be cleared from Copenhagen in the regular formal way, as if bound to Bordeaux, the port of her construction and the residence of her owner. Instead of proceeding to Bordeaux with the *Sphinx*, Mr. de Rivière engages to take her to a rendezvous appointed by J. D. Bulloch, and there to deliver her with all her equipment, apparel, armament, and stores to an officer or agent appointed by J. D. Bulloch to receive her. Mr. de Rivière furthermore stipulates to use his best endeavors to engage at Copenhagen as many good men, especially firemen, as possible, without enlarging the crew of the *Sphinx* to a suspicious number, and upon reaching the rendezvous he will assist the officer who will be appointed to receive the ship from him in every possible way, and he will especially use his influence to induce the men brought from Copenhagen to remain in the ship and to enter the Confederate service on such terms as may be agreed upon with the officer appointed to command the ship. A competent engineer, thoroughly acquainted with the peculiarities of the engines, is of much importance, and Mr. de Rivière will endeavor to secure the permanent services of the engineer now on board; and he is authorized to promise him an ample and generous acknowledgment from the C. S. Government if he remains in the ship until she reaches a Confederate States port.

For the above-mentioned services, truly and faithfully rendered, Mr. de Rivière will receive from J. D. Bulloch the sum of 375,000 francs, which sum it is understood shall include all commissions and all contingent expenses incurred by Mr. de Rivière, and which sum shall be paid to Mr. de Rivière by J. D. Bulloch as soon as he returns from the rendezvous with a letter from the Confederate States officer appointed to command the *Sphinx* stating that he is in possession of her. The coal, provisions, and other stores necessary for the voyage to the rendezvous will be paid for in final settlement with Mr. Arman, proper accounts and vouchers for the same being rendered. It having been stipulated that M. Puggard, of Copenhagen, should receive a commis-

sion of 80,000 francs if the sale of the *Sphinx* to Denmark was effected, and his aid in carrying out the present design being essential, Mr. de Rivière is authorized to inform M. Puggard that the same commission will be paid him if the *Sphinx* is delivered to the Confederate States in the manner proposed by Mr. de Rivière.

To accomplish the above arrangements Mr. de Rivière will proceed with as little delay as possible to Copenhagen, where in a day or two he will be joined by a Confederate States officer, whom he will consult with reference to the quantity and quality of stores to be put on board the *Sphinx*. The quantity must not be so large as to excite suspicion.

In the meantime J. D. Bulloch will proceed to England to make necessary arrangements there, and communications on the subject of the foregoing agreement will be made by telegraph, as arranged by forms marked A, copies of which are in possession of Mr. de Rivière and J. D. Bulloch, or by private messenger if necessary.

JAMES D. BULLOCH.
H. ARMAN DE RIVIÈRE.

—

System of telegraphing.

A. DE RIVIÈRE TO BULLOCH.

BULLOCH,
A. Mabbs, 17 Saville Row, London, W.:

We are ready to sail.	What are Schleswig shares?
I am off for Nieuwe-Diep to-day.	Thank you for the shares.
Will leave Nieuwe-Diep to-morrow morning.	I have filled your order for coffee in Amsterdam.
Detained at Nieuwe-Diep. Wait for instructions.	No coffee in the market.

After having sent the above dispatch, if everything is all right telegraph:

Difficulty is removed. I sail to-morrow morning.	Coffee is bought.

BULLOCH TO A. DE RIVIÈRE.

A. DE RIVIÈRE,
Rudolph Puggard, Copenhagen:

My preparations are progressing favorably.	Do you want any Schleswig shares?
Go to Nieuwe-Diep.	I have bought 1,000 shares.
I can not be ready for ——— days.	Buy if no change in the market for ——— days.
Will be ready in ——— days.	Buy for delivery in ——— days.

For communicating at Nieuwe-Diep, telegraph to Goll & Co., Amsterdam.

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Letter to W. G. Crenshaw.

LONDON, *December 18, 1864.*

MY DEAR SIR: I have immediate use for a steamer to perform a secret service, which will not interfere with any ultimate voyage to Nassau or Bermuda she may be designed for. In point of fact, I only desire her to transfer a few passengers and some freight at an intermediate port, when she might proceed upon her regular voyage. I learn *that you* have a small steamer here which will soon be ready. Can you *let me* have the temporary use of her in the manner proposed? If so, *please* telegraph me "yes," and you can write me fully on the subject by *mail*. I know you will be pleased to lend your aid to my Department

if possible. I am at 5 Little St. James street, London, S. W. If you can spare the steamer, please tell me whom I can communicate with, unless you are coming here yourself.

Yours, truly,

JAMES D. BULLOCH.

[W. G. CRENSHAW.]

Letter from W. G. Crenshaw in reply to foregoing.

PHŒNIX CHAMBERS,
Liverpool, December 19, 1864.

MY DEAR SIR: I received at 5 p. m. your favor of 18th and replied by telegraph immediately, "Yes, if possible. I write you fully by mail." You do me no more than justice in believing that I would do anything that I can to promote the cause, and therefore propose to state to you exactly all the facts in regard to Captain Davidson's boat, and then beg that you will use her for the purposes required if you think it advisable.

We bought her after consultation with General McRae and Major Wilson (the latter representing the railroad company), who are interested in our line because of the great necessity of sending in commissary stores and railroad supplies, and because of the assurance Dudgeon gave us that she could be ready to leave this week, which would enable her to go into the Confederacy on the January moon. Already, before the receipt of your letter, I had written to Captain Davidson that Major Wilson would be in London to-morrow to ship by him from 50 to 100 tons railway supplies, which are much wanted in the Confederacy, and which by letters received to-day, including one from Colonel Bayne, we are urged to send forward with as little delay as possible, the railroad companies having been admitted into the line to enable them to get in supplies for the repair of their rolling stock. This boat can only expect to get in on January moon by leaving England by 26th or 28th instant, and going with as little delay as possible to Bermuda.

Having no idea what you want her to do, or when you want her to go, we can form no idea whether or not the moon would be lost, nor whether the necessities of your service are such as to justify the loss of a month with such a steamer. From a telegram received this moment from Captain Davidson we infer that the plan and arrangements of the ship would have to be altered to meet your wants, from which we infer she is wanted more permanently than your letter had suggested. We will add that insurance has already been effected on the steamer on a lawful voyage to Bermuda and Nassau.

With these facts, and presuming that you have the concurrence of General McRae, we place the steamer at your service, if you require her, and enclose a letter to that effect to Captain Davidson. We shall be well content with any use you make of her, being perfectly willing to forego the pecuniary profit that we might make if the service will be better promoted, and with all the lights before you you are quite competent to form a correct opinion.

I beg to add that this letter is written after consultation with Major Wilson, who agrees with us in desiring that you shall make the decision.

I remain, yours, truly,

WM. G. CRENSHAW.

Captain J. D. BULLOCH,
5 Little St. James Street, London.

Second letter to William G. Crenshaw.

LONDON, *December 20, 1864.*

MY DEAR SIR: I have to acknowledge the receipt of your favor of the 19th instant, handed me by yourself this morning. In our conversation on the subject-matter of your letter I fully expressed my views, but it is proper that I should express them to you in a more formal way. I have no hesitation, therefore, in saying that the temporary use of the steamer you have lately bought is of great importance to the interests of the C. S. Navy Department, and hence to the country at large, and after a careful consideration of "the facts" you state in reference to the destination of the steamer in question and the description of goods she was destined to carry into the Confederacy, I feel fully justified in accepting the kind offer of yourself and Major Wilson to submit the decision to me, and I shall therefore hand the letter you enclose to Captain Davidson, who, I feel assured, will take great pleasure in assisting me to carry out the object in view, and who is in every way interested to make the delay in the intended voyage of the steamer as short as possible. The service upon which I shall temporarily employ the steamer will not force her to deviate materially from the original voyage as designed by you, and although she may not reach Bermuda in time to save the January moon, as some unavoidable causes of detention may occur, yet every effort will be made to hasten her departure so that your agent at Bermuda may be able to send her in before the 1st of February next.

I shall take pleasure in representing to the honorable Secretary of the Navy the promptness with which yourself and Major Wilson have acceded to my wishes.

I am, yours, truly,

JAMES D. BULLOCH.

[W. G. CRENSHAW.]

Letter to Commander Davidson.

LONDON, *January 10, 1865.*

MY DEAR DAVIDSON: I think it a fortunate circumstance that you are here in command of the *City of Richmond*, and that Mr. Crenshaw has consented to let me have the use of that steamer to convey the officers, men, and military stores intended for the ironclad *Stonewall* to the concerted rendezvous. We have conversed so frequently and fully on the subject that a formal official letter to you is unnecessary, more especially as I have no instructions to give, but simply wish to record for your future reference a few important points already discussed, and concerning which I think we are in perfect accord.

The *City of Richmond* must necessarily sail some time to-morrow, for reasons depending upon the nature of her cargo and the character of the passengers, and as we fully understand how the latter are to be got on board and the arrangements for the purpose are all in train, it is useless to dwell upon that point. There is, unfortunately, a possibility of the British authorities stopping the men who are to come from Calais when they arrive at Gravesend to-morrow morning, in which event Lieutenant W. F. Carter will communicate the circumstance to both of us at the earliest possible moment, when we must speedily decide what course to pursue. This can not be finally determined in advance, but the probability is that it would be absolutely necessary for you to sail with the stores and the few seamen who may have joined the ship from London, as your own ship might be compromised by further detention, and the entire expedition be thus broken up.

The *Stonewall*, as you are aware, sailed from Copenhagen on the 7th instant, but a telegram of the 8th informed me that she was then at Elsinore, detained by a heavy snowstorm. Since that date I have had no communication from her, and of course I am doubtful whether she has sailed again or not. If I should hear during the day I will communicate the fact to you in the morning by Lieutenant Shryock. In the absence of any news we must suppose that she did not get away from Elsinore before to-day; that she will require three days to go from thence to Nieuwe-Diep, in Holland, two days for coaling at the latter place, and two days in addition to reach a point in the channel opposite the mouth of the Thames. If these surmises are correct the *Stonewall* will be opposite the mouth of the Thames on the 17th instant, and if not detained here beyond to morrow you will have a start of six days. It has been arranged that the *Stonewall* shall make an average speed of 8½ knots per hour, and this low speed has been determined upon in order to allow for adverse weather. By pricking off her day's runs on the chart you will discover the dates upon which she is likely to reach a position off Ushant and when you may expect her to reach the rendezvous at Belle Île; but inasmuch as the time of her sailing can not be positively determined (although I think ample allowance has been made for delays), I hope and desire that you will prolong your stay off Belle Île as much as possible, making it not less than an entire week if you can do [so] with safety and hear nothing of your consort. As it is barely possible that the *Stonewall* may get off sooner than we have anticipated, and may arrive at Quiberon Bay, Belle Île, at an earlier time than we have supposed, I think it best for you not to cruise many hours off Ushant, unless you can manage to lose a night at that point. Your presence would be noted and doubtless would be soon reported, as there is speedy and regular communication between Ushant and Paris. When you have remained off Belle Île for a week and as much longer as you think safe, it has been arranged for you to proceed to the Bay of Angra, in the Island of Terceira, where you will please remain on some pretense or other a few days, and then, should you hear nothing of the *Stonewall*, proceed to Bermuda, where I will have letters awaiting you with further advice and notice of her movements. I will write a guarded letter to our friends on board the *Stonewall*, via Amsterdam, urging them to make every exertion to hasten her movements, and notifying them of the impossibility of detaining you here any longer. You know that the U. S. S. *Niagara* is now at Dover, waiting, I fear, to intercept your ship. I offer no suggestion on this point, because you will know how to give her the slip when you get to sea far better than I can point out the method to you from the land. In order that your own ship may be as little disarranged as possible, I shall direct Lieutenant Shryock to report to you, and to berth the men and dispose of them generally as you may require. If you are so fortunate as to meet the *Stonewall* at Belle Île, or at any other place, and she is unable to take on board all the supplies you have for her, please carry the balance into the Confederate States and send me an invoice of the quantity from Bermuda, or, if Captain Page desires it, land them at Bermuda for his future use.

I am well aware that you are actuated by the same desire for the success of this expedition as I or any other Southerner can be, and when you have sailed I shall await the result with hopeful confidence.

God bless you, my dear Davidson, and grant you success.

I am, very truly, yours,

JAMES D. BULLOCH.

[Commander DAVIDSON.]

Memoranda for combined movements of ironclad leaving Copenhagen and supply ship leaving London.

LONDON, *December 28, 1864.*

First. Captain Page leaves London for Copenhagen to-night.

Second The ironclad, being prepared for sea, is to leave Copenhagen as if for a trial trip, and instead of returning to Copenhagen will proceed to the rendezvous in the manner agreed upon and now in possession of Lieutenant Carter, dated December 22, 1864, with this deviation, that she is not to stop at Nieuwe-Diep, but is to proceed direct to a position in plain sight of Ushant and thence to Quiberon Bay, in Belle Île, and afterwards to Angra, etc., as per memorandum of December 22, 1864, above mentioned.

As the movements of the supply ship are subordinate to and must be governed by those of the ironclad, the following arrangements of telegrams are adopted to secure concert of action:

When Captain Page reaches Copenhagen and can determine the practical issue of the undertaking, he will telegraph through R. Puggard and to A. Mabbs, 17 Saville row, in accordance with previously arranged telegrams, all of which, whether agreed upon with Mr. de Rivière, Captain Page, Lieutenant Carter, or myself, will remain in force and have their due significance, although, if possible, the telegrams now adopted will alone be used.

DE RIVIÈRE OR PAGE TO CAPTAIN BULLOCH WILL BE R. PUGGARD TO A. MABBS.

The affair is in a favorable condition.	Can now fill your order for teak.
We can sail at any time.	Will you buy at price quoted?

When last telegram is sent, ironclad will not sail until an answer *is* received.

Will sail to-morrow.	Will close at price quoted.
Will require ——— days to reach a position opposite mouth of Thames.	Will hold to offer ——— days.
Can not carry out programme as arranged. Leave at once for London.	Can not buy on your limit.
Expedition must be totally abandoned.	Negotiation closed.
Niagara is not at Antwerp.	No other bidder in the market.

If ironclad is forced to put into any harbor, telegraph:

HENRI TO A. MABBS.

We have arrived here.	Will try to buy here.
Can leave here in (cipher) days.	Can inform you in (cipher) days.
Have been finally stopped here.	Can not operate here.

After ironclad has left Copenhagen let Mr. Puggard telegraph:

R. PUGGARD TO A. MABBS.

Ship is off.	Ready for offer.
Ship has been gone one day and have heard of no interruption.	Can keep offer one day only.
Ship stopped.	Offer withdrawn.

BULLOCH TO DE RIVIÈRE OR PAGE.

I am progressing favorably also.	You may do so.
Sail as soon as you can.	You may buy at price quoted.
Do not sail until further advice.	Hold for another advance.
Our ship has been stopped.	Must decline the offer.
Can not get another ship for (cipher) days.	Will receive another offer in ——— days.

If the ironclad is compelled to put into any harbor, and the telegrams to announce that fact as herein arranged are sent by "Henri" to "A. Mabbs," and the number of days of delay are also telegraphed as per arranged telegrams, then, the ironclad [being] ready to sail, a telegram will be sent to announce her sailing as if from Copenhagen, and she will await reply.

Instructions of Commander Bulloch, C. S. Navy, to Lieutenant Shryock, C. S. Navy, for proceeding to London for duty on the C. S. ram Stonewall.

LONDON, *January 9, 1865.*

SIR: Lieutenant Samuel Barron leaves for Calais to-night and will report to you in person on board the *Rappahannock* at an early hour to-morrow morning. You will dispatch him, in charge of all the *Florida's* men now on board the *Rappahannock*, to London by the steamer leaving Calais to-morrow night; and you will also send over by the same steamer Lieutenant Borchert, in charge of the men now attached to the *Rappahannock*, who have been especially selected for the service for which you have been detailed. Send in the same steamer with the men all the officers detailed for the service, and a list of whom you have, except Lieutenant Read. Come over to London yourself, together with Lieutenant Read, by the night boat to-morrow and report to me in person as soon as possible after your arrival on Wednesday morning. I only wish to have a short conversation with you and to give you final instructions and dispatches, and as you will have to proceed at an early hour to Greenhithe, and may have to go on board the steamer in a small boat, you should not be encumbered with luggage, all of which should be sent by the steamer which conveys the principal part of the officers and the men.

Lieutenant Barron will report to you my verbal instructions and explanations, and I need not point out to you how important it is to follow without deviation the prescribed arrangement.

I am, respectfully, your obedient servant,

JAMES D. BULLOCH.

Lieutenant G. S. SHRYOCK, C. S. Navy.

Further instructions from Commander Bulloch, C. S. Navy, to Lieutenant Shryock, C. S. Navy, ordered to duty on C. S. ram Stonewall.

LONDON, *January 10, 1865.*

SIR: Immediately upon receipt of this you will proceed to Greenhithe, and from thence find your way on board the steamship *City of Richmond*, upon reaching which vessel you will report yourself, together with all the officers and men sent from Calais last night, to Commander Hunter Davidson, C. S. Navy, for a passage to join the C. S. ship *Stonewall*. There will be put on board the *City of Richmond* an additional number of men, who formed a part of the crew of the late C. S. S. *Florida*, a list of whom will be handed you by Acting Paymaster Curtis. You will assume direct command of all the officers and men, but for obvious reasons of policy and convenience you will berth and govern your command generally under the directions of Commander Davidson. When you reach the appointed rendezvous and meet the C. S. S. *Stonewall*, you will *report yourself* and command to Captain T. J. Page, and

be governed thereafter by his instructions. You have a list of the officers of the expedition and of the men whom you will send from the *Rappahannock*. Acting Paymaster Curtis will muster all the other men, and will hand you a list of them. I, of course, have a list of all who should be on board; but some may be left behind, and I wish you to instruct the paymaster to make out a correct list of the entire command, officers and men, and send it to me by the pilot or by Mr. Early, under cover to M. P. Robertson, esq., Rumford court, Liverpool. Lieutenant Read will accompany you to join the C. S. S. *Stonewall*, and Passed Assistant Surgeons Green and Herty, each of whom will be attached to your command for the purpose of joining the *Stonewall*.

You will receive with this letter some important dispatches for the honorable Secretary of the Navy and of the Treasury, and a letter for Major N. S. Walker, which you will deliver to Commander Davidson. In addition to the above, you will receive a letter and small parcel of much importance for Captain Page, which you will deliver immediately upon communicating with that officer.

The *City of Richmond* only awaits your arrival on board to sail, and you will join her at the earliest possible moment on the morning of the 11th January, 1865.

I am, respectfully, your obedient servant,

JAMES D. BULLOCH.

Lieutenant GEORGE S. SHRYOCK, C. S. Navy,
London.

Letter from Commander Bulloch, C. S. Navy, to Captain Page, C. S. Navy, appointed to command the C. S. ram Stonewall, relative to supplies for that vessel, and making suggestions as to cruise.

LONDON, *January 10, 1865.*

MY DEAR SIR: I have been very anxious about you and the fate of our ironclad during the past week, and began to fear that our system of telegraphing had failed. My anxiety was greatly increased by learning that the movement of officers and men from the *Rappahannock* had become known and generally talked about in Paris, through the culpable indiscretion of someone, and the unexpected appearance of the *Niagara* at Dover a few days since has caused me to fear that serious suspicion had been excited and even directed. From these causes it is now absolutely necessary for me to send the tender away, and she will sail to-morrow. I telegraphed to Mr. Puggard, "You may buy at price quoted," on the 2d, 3d, and 4th instant, which by our telegraphic schedules means "Sail as soon as you can," to which I received on the 5th a reply to the effect that you would sail to-morrow. There followed consecutively from Mr. Puggard as follows: 7th instant, "Ship is off;" 8th instant, "Ship has been gone one day and I have heard of no interruption;" and again later, on the 8th instant, "Ship stopped; heavy snowstorm at Elsinore." Since the latter dispatch I have heard nothing from you, although I have telegraphed to Copenhagen for information. The tender, as I said before, must sail to-morrow, unless detained by stress of weather; and as you will not receive this letter at all unless the rendezvous is effected, and Davidson will then tell you all the arrangements I have made to insure that end, it is useless to dwell upon them here.

The tender has all the ammunition and stores intended for the ironclad, and if you can not receive them all on board at the time of meeting, Captain Davidson will either land them for you at Bermuda or take them into the Confederate States. Acting Paymaster Curtis has

invoices of all the supplies, except of the ammunition for great guns and small arms, which I herewith enclose. From these you will be able to discover the contents of each case or bale as it goes on board. I enclose also a letter from Sir W. G. Armstrong on the subject of the pillar[?] fuses, by which you will observe that he says only the concussion fuses must be used. I will remark that the pillar[?] fuses are the larger of the two kinds which you must have on board.

I send also by Lieutenant Shryock a small parcel containing two fuse keys, the key of the carpenter's tool chest, the United States Ordnance Instructions for 1864, Gunnery Catechism for the U. S. Navy, and Gunnery Instructions, Great Guns, for British Navy, which includes the drill for Armstrong guns. Captain Davidson will give you the latest news, and at Bermuda you will learn still later news which may induce you to change any preconceived plan of operation; but you will, I am sure, pardon me for suggesting that a great blow might be struck at Port Royal, S. C., which it appears is to be the base of Sherman's future operations, and where an immense fleet of transports must be collected without adequate defense, as the Federal ironclads are mostly at Wilmington or off Charleston. I am writing in great haste, as I have many papers to prepare. I have done all in my power to supply every want, and have arranged to send you as many men as could have been got away without serious risk of compromising the expedition. Lieutenant Shryock will hand you a list of the men. I will look with earnest hope for the result of your cruise, and will be glad to hear from you as often as possible.

I am, very truly, yours,

JAMES D. BULLOCH.

Captain THOMAS J. PAGE, C. S. Navy.

P. S.—I write a short postscript to say that in addition to the £2,000 I gave you in London, I have given Paymaster Curtis £2,000 in specie, with instructions to report the facts to you as soon as you meet. I hope you will have settled all bills in Copenhagen. If not, please approve such as Mr. de Rivière may have to present to me. I have written him that his bills must be approved by you in order to constitute proper vouchers for me.

Yours,

J. D. B[ULLOCH].

Letter from Commander Bulloch, C. S. Navy, to Captain Page, C. S. Navy, appointed to command the C. S. ram Stonewall, relative to the rendezvous of that vessel with the supply vessel.

LONDON, *January 16, 1865.*

MY DEAR SIR: The unusual prevalence of bad weather which has detained you in getting to Nieuwe-Diep could not have been provided against, even though it may have been foreseen. We must therefore overlook this cause of detention and consider only what to do if in consequence of this or any subsequent cause of delay you should fail to meet the tender at Belle Île.

The arrangements made with Commander Davidson are such that even up to the 27th instant it is likely that you will find him at Quiberon Bay, Belle Île, and he will continue in that neighborhood as long after as possible. If, therefore, you should not find the tender at Belle Île on your first arrival, do not be discouraged, but await her return for several days *after the 27th.* When it becomes evident that a meeting

with the tender at Belle Île is out of the question, you will have to decide on the spot—and in view of the state of your crew and the condition of the ship—whether to follow her to the Bay of Angra or to bring the ironclad into a European harbor. If a sufficient number of the men can be induced to remain on board to safely navigate the ship to Angra and thence to Bermuda, you will of course have no hesitation in continuing your voyage after the tender; and I consider that Mr. de Rivière is bound to use every possible influence to induce the men to continue on board until the ship is placed in your hands in a condition to be of service to the Confederate States, and I have no doubt that he will do his best to secure this end. If after your arrival at Belle Île you become convinced that the tender has finally departed, and the crew refuse to remain with you, even under the assurance that they will only be expected to navigate the ship and under no circumstances to fight her, it will be necessary to decide where she should be taken. I understand from Lieutenant Carter that Mr. de Rivière says the men might not be willing to go elsewhere than to Bordeaux, the port to which they have been engaged to take the ship, although they might be willing to bring her into an English port. Your tact might induce the men to go further, but it is quite impossible for me to determine what impulse might move them at the moment, and although I do not pretend to lay down a rule, I suggest that if it becomes necessary for you to bring the ship into a port of France or England, it would be safer to take her into one of the former power. Wherever you may be forced to go you will of course communicate with me at the earliest possible moment. I send this by Lieutenant R. R. Carter, who has heard my views and arrangements in full.

I am, very truly, yours,

JAMES D. BULLOCH.

Captain T. J. PAGE, C. S. Navy.

Letter from Commander Davidson, C. S. Navy, commanding steamer City of Richmond, to Commander Bulloch, C. S. Navy, regarding the meeting, at the appointed rendezvous, of that steamer with the C. S. ram Stonewall.

FUNCHAL, MADEIRA, *February 6, 1865.*

MY DEAR BULLOCH: I wrote you from Cherbourg by the pilot, and also on the 18th ultimo, and was very sorry to hear from Carter, who left London on the 16th, that you had not received the first, although the pilot had arrived. The letter, however, was directed to Robertson, Liverpool, which may account for the delay.

We left Cherbourg 18th January, and carried out instructions on the way to Quiberon, where we obtained a snug anchorage on the 20th, and laid quietly, permitting no communication with the shore, until the morning of the 24th at 10 o'clock, when the old *Stonewall* hove in view, to the rapturous delight of all in the secret. She anchored within five minutes of the time I predicted she would come, but I should have waited until Monday the 30th, knowing that if we had not met there every step beyond would render the meeting more difficult and uncertain.

You of course were informed by Captain Page and Mr. de Rivière of all that took place in Quiberon up to the time that Mr. de Rivière left, on the 26th ultimo; so I will give you an account since then, as this may reach you before you can again hear from Captain Page.

The little steamer Mr. de Rivière left in should have given the *Stonewall* more coal at once, or returned from Nantes for that purpose.

immediately. She did not return, however, and the uncertainty of her movements prevented the *Stonewall* from getting as much coal from me as she wanted before she considered it prudent to sail.

She was in a horridly filthy condition, and required more labor to clean her than to receive and get things in order afterwards. The weather was very bad and wet, too, and prevented us from lying alongside of them, and it was hard to accomplish anything satisfactorily. However, on the 28th, early, the barometer rising and the weather promising well, the *Stonewall* and this vessel left the bay and soon ran out of sight of land, going 9 and 10 knots, for San Miguel. The plan I proposed was that we should keep together for a few days, until Captain Page should feel satisfied that his vessel would act well when having everything on board, and then I would run ahead to San Miguel (he changing his course as if for Madeira until we were out of sight) and order coal, oil, etc., as per requisition, and have them ready to shove off when the *Stonewall* hove in sight. No one would know she was coming, and thus all questions with the authorities on shore would be avoided and she dispatched without delay. But on the morning of the 29th old Neptune thought proper to pay his respects to the first ironclad expedition across his waters, and so he commenced. It blew a storm at times, with as heavy a sea as I have ever seen in any part of the world. The *Stonewall*, which we kept close to night and day, would often ship immense seas, they seeming at times to cover her from knightheads to taffrail; but yet she never seemed to be injuriously affected by them, and would keep her heading very steadily. On the morning of the 30th ultimo (after a most uneasy night) the *Stonewall* and ourselves became separated about 5 miles, we having forged ahead more than she, and being afraid to run off in such heavy weather.

About noon, however, it moderated for awhile and the barometer was rising steadily; so kept away and ran down to her, signaling, "How do you do?" Answer, "All right." This was so satisfactory that I signaled, "Shall I go on?" Answer, "Am very short of coal, and must make a port—Ferrol." Signaled, "Shall I follow you?" Answer, "Suit your convenience about following." I then overhauled all the circumstances in my mind, and determined that as the storm appeared to be nearly over, and we could be of very little more use to the *Stonewall*, and probably might complicate matters by appearing in such a port as Ferrol under the English flag in connection with her, and that we had already missed one moon, and this delay would cause us to miss another, keeping back from our Army the valuable supplies which this vessel could take; that she had already been of much expense to the expedition and you would not like it increased; that with these facts it was best for me to push on to Bermuda; so I gave the *Stonewall* our longitude (8° 50′ W., latitude 45° 27′ N.), and signaled, "Adieu;" answer, "Many thanks. Adieu"; and at 1:30 p. m., January 30, we parted, and at 3:30 p. m. we lost sight of her, she still heading to the northward a little westward, facing the gale, under easy steam, no sail, doubtless waiting for the weather to moderate more before running down on the coast of Spain, then about 120 miles to the southward. That night the barometer fell again, and the storm rose in proportion. It really blew frightfully; no time for bunks and hammocks that night or the next, and I must say I felt painfully uneasy about the old *Stonewall*. I hope this uneasiness originated more in my earnest hopes for the complete success of the expedition (in which state one is so fearful of opposition) rather than in any well-grounded cause. You see the *situation and* can appreciate my feelings; but long ere

this reaches you it will be all over. I am, however, writing thus explicitly because some accident may have happened to her, and hence how important all I have to say would be.

As I finish this sentence the English steam frigate *Aurora* has come in and reports having passed a full brig-rigged steamer in the Bay of Biscay on the 31st ultimo, laboring heavily.

The *Stonewall* had not accommodations for all her officers, and by Captain Page's request I am taking the two midshipmen, Wilson and Newton, on to Bermuda; also 130 barrels of powder, a quantity of mess stores, all her bread, and a great many things of which I have no list and could get none. You of all men can certainly understand the natural and unavoidable excitement and hurry of fitting out such a vessel as the *Stonewall*, and that no time would be given to making out invoices, lists, etc. Besides, the weather would have prevented it alone.

I will square everything up, however, with Walker in Bermuda. The *Stonewall* was deficient in several things, which I was glad to have it in my power to supply. Some of them the Crenshaw Company may think proper to make you or Walker credit them for, but the most of no great value. There was an aneroid barometer, a barrel of oil, a boat patent binnacle, with spirit compass and lights, etc.; a supply of stationery, log book, slates, about 10 tons of coal. The officers and men mostly lived on our provisions, spirits, etc. If I can find a correct list I will enclose it.

Bob was looking very thin and badly when we parted, and I much fear the old fellow will work himself down.

Captain Scott, of the *Richmond*, took great interest in the expedition and used every effort to advance it without promise of reward, until near the last I was so much pleased with his conduct I made some promise, and would really like to make him a present, but don't know how or what.

I have a lot of submarine-battery fixtures on board (7 miles of wire), a list with them, a correct duplicate of which no doubt Silver sent you, though I did not receipt for the things; but he will no doubt be honest about it.

We tried to get to San Miguel, but the storm was too much for us, and we had to keep away for Madeira, arriving here sound in hull, but wheelhouses and such things as the sea could play upon smashed up. We leave to-night and hope to arrive in Bermuda on the 15th instant. I have written Crenshaw to Liverpool fully in regard to my late movements, and will send him and yourself duplicates of the letters by another conveyance.

The officers and crew of the *Stonewall* while with me were very quiet and orderly, and everything except the weather went as smooth as clockwork from the time we left the Thames.

The success of this enterprise reflects the highest credit upon you, and if the Government does not promote you it will be because the case, with all its attending difficulties, is not understood.

What an awful thing the loss of the *Lelia*. To death in the battle we become reconciled, for it is not unexpected and leaves its reward; but such a death for poor Sinclair, after forty-two years' service; and poor Hobson!

Well, good-bye. Kind regards to Robertson.

Remember me kindly to Mrs. Bulloch, and believe me, very truly, *your friend*,

HUNTER DAVIDSON.

[JAMES D. BULLOCH.]

Letter from the C. S. commissioner to France to the Confederate Secretary of State, regarding the treatment of the C. S. ram Stonewall at Ferrol, Spain.

PARIS, *February 9, 1865.*

SIR: I received last evening from Captain [T. J.] Page, of the Navy, a telegram, dated Ferrol, in which he says:

Please convey to the Spanish embassy at Paris your assurances that the steam ram *Stonewall*, now at this port in want of supplies, is a duly authorized vessel of war belonging to the Navy of the Confederate States.

This is the first communication I have had from Captain Page, although Commodore Barron received a letter on 7th February from Captain Bulloch, dated Liverpool, informing him that the *Stonewall* had put into Lisbon. There is evidently some mistake in this as from what I have just learned the ship must have been at Ferrol at least five or six days.

I called this morning on the Spanish ambassador, Mr. Mon [?], and was most promptly and cordially received by him. I stated briefly the object of my visit. He said he had received a dispatch from his Government on the subject; that it had been represented by the U. S. minister at Madrid that the ship had not been validly sold to the Confederate States, and that the French Government had sent several ships of war in pursuit of her with orders to bring her into a French port; that he had been instructed to make enquiries in the proper quarter as to the truth of this representation; that he had done so, and found that it was entirely without foundation, and had so reported by a dispatch which would reach Madrid to-night. I then read him Captain Page's telegram, and expressed my surprise that there should have been any difficulty in extending to him the facilities which had always been accorded to our vessels by neutral Governments, and by none more freely and graciously than by that of her most Catholic Majesty in the ports of Cuba. I then read and presented to him a letter which I had prepared in compliance with Captain Page's suggestion, and of which I annex a copy. He said that he had no doubt that the hesitation to extend to Captain Page the customary facilities was solely attributable to the unfounded assertion of her being pursued by French ships of war, and that he had no doubt the difficulty would cease with the receipt of his dispatch contradicting it. He promised to send a copy of my note by to-day's mail, and to telegraph at once the substance of it. My interview was in every way most satisfactory. He was quite unreserved in the expression of his sympathy with our cause, in the success of which Spain, on account of her colonies, is so deeply interested. I do not give further details of the conversation, as I have scarcely time to save the Nassau mail.

I have the honor to be, with great respect, your most obedient servant,

JOHN SLIDELL.

Hon. J. P. BENJAMIN,
Secretary of State.

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[Enclosure.]

19 RUE DE MARIGNAN,
Paris, February 9, 1865.

EXCELLENCY: The undersigned has received from Captain Page, commanding the Confederate steamer *Stonewall*, a dispatch stating that he has put into the port of Ferrol, and that his ship requires supplies and repairs. *He infers from this* dispatch that doubts exist as to the *national character of the* vessel which Captain Page commands. He

has the honor to state that the *Stonewall* is a ship of war belonging to the Navy of the Confederate States of America, that Captain Page is a regularly commissioned officer of the Navy of said States, and that he and the ship which he commands are entitled to the courtesies and facilities extended to officers and vessels of a recognized belligerent power. The undersigned has the honor and satisfaction at the same time to state that these courtesies and facilities have always been freely accorded to the flag of the Confederate States at Havana and other ports of Cuba. Circumstances have not heretofore occurred to render it necessary to invoke in the ports of the mother country the friendly reception which has heretofore been so hospitably and generously accorded to Confederate cruisers in the ports of the colonies of her most Catholic Majesty.

The undersigned begs leave further to suggest that he is furnished with a commission and letters of credence appointing him special commissioner near her most Catholic Majesty, which he will cheerfully exhibit to your excellency, but which, for reasons which your excellency will appreciate, he has not presented at Madrid.

The undersigned begs your excellency to receive the assurances of the very distinguished consideration with which he has the honor to be, your excellency's most obedient, humble servant,

JOHN SLIDELL,
Special Commissioner Confederate States America to France.

His Excellency M. MON [MURO?],
Ambassador of Her Most Catholic Majesty, [*Paris*].

Report of Commander Bulloch, C. S. Navy, of damage to and putting into Ferrol, Spain, of the C. S. ram Stonewall.

LIVERPOOL, *February 11, 1865.*

SIR: I have the honor to acknowledge the receipt of your dispatches of December 15 and 17, 1864. An immediate pressure of business prevents my saying anything more at this time than to assure you that the instructions and suggestions therein contained shall have careful attention. I am greatly pained to inform you that our ironclad *Stonewall* has been forced to succumb to a series of gales, the like of which have not swept even the stormy Bay of Biscay for many years, and has put into Ferrol, Spain, for shelter and repairs. Captain Page writes me in a determined spirit as to the prosecution of his voyage, but shows that in the preparation and outfit of the ship we have been cheated and deceived by some of the parties in a manner which clearly justifies my original distrust of them. Captain Page telegraphs that he may be able to proceed upon his voyage, but the repairs can not be completed in less than ten days from yesterday. Upon this matter I shall make a special report as soon as office business will permit me to collect all the facts bearing upon the case. I forward by this opportunity duplicates of former dispatches not yet acknowledged, and invoices of goods shipped by sailing vessels *John G.* and *Walkington* for Nassau, to be forwarded by L. Heyliger to a Confederate port.

The fall of Fort Fisher seriously disarranges our plans for sending in supplies, but all of us who are charged with such duties will speedily consult and make new and suitable arrangements.

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Captain Page, C. S. Navy, commanding C. S. ram Stonewall, to Commander Bulloch, C. S. Navy, regarding the repairs to that vessel at Ferrol, Spain.

C. S. RAM STONEWALL,
Ferrol, February 12, 1865.

MY DEAR BULLOCH: Your telegram of yesterday was received at about 5 p. m. and answered immediately, as also were the previous two. I said that the necessary repairs—that is, such as I suppose the authorities will allow to be made—would require not less than ten days. They may take less, for so anxious are these people to get rid of us they are doing everything in the most hurried manner, not securing the serious damage (the leak around the rudderheads) as it should be; and as they are at work to-day (Sunday) they will doubtless not allow feast days to stop them. The Yankee frigate *Niagara* having arrived yesterday in Coruña, about 9 miles from here, has given them additional uneasiness and apprehension. I wish with all my heart we were ready now to go out. We must encounter her, and I would only wish that she may not be accompanied by two or more others. There are some other Yankee men-of-war in Lisbon, but they, being smaller, were afraid to come alone, so the great frigate was telegraphed for by the Yankee minister. The work of calking inside the turrets has been finished, and they are now trying to make some arrangement in order to keep out some water from the scuttles, and at the same time allow for the passage of ammunition and projectiles. I scarcely know what or how to advise relative to the getting of firemen and an engineer. To appoint a rendezvous while there will be several Yankee vessels after us whom we must fight seems impossible. Then to get them on board in this port without the fact being known seems also a thing not to be expected. This might have been done probably without being taken notice of at one time, but the arrival of this Yankee force seems to have increased their apprehension that they may do something for which they would be reprehensible.

In seeking to conduct the water the ship makes to the pumps we find no little embarrassment because of the construction below, of which we can form but little idea without a thorough break out and exploration. We might have been saved much trouble and anxiety in this respect had Mr. de Rivière left with the vessel (as he should have done) the plan he received of her in Copenhagen. Supposing he had kept it with him for the purpose of delivery to me on handing over the vessel, I did not discover until then that he had sent it with his baggage to Paris. We have had to pierce the bulkheads in order to get the water to the pumps.

I hope to hear from you soon and see your messenger.

Yours, very truly,

THOS. J. PAGE.

J. D. BULLOCH, Esq.,
Liverpool.

Letter from Commander Bulloch, C. S. Navy, to Captain Page, C. S. Navy, commanding C. S. ram Stonewall, regarding that vessel.

LIVERPOOL, *February 14, 1865.*

MY DEAR CAPTAIN PAGE: Your first telegram, signed by Paymaster Curtis and dated Coruña, found me in London. I was greatly concerned, and the immediate impulse was to go to you at once. I had on hand, however, *important* business which had been necessarily neg-

lected while dispatching the *City of Richmond* to join you, and which could not be delegated to a second party. I awaited, therefore, with anxiety the promised particulars of your disaster by letter. I received your first letter, without date, in time to divert the *Louisa Ann Fanny* from her direct voyage, and sent you by her an excellent engineer (Mr. Pearson), who was chief engineer of the C. S. S. *Georgia*. I was obliged to give him the same appointment he held in the *Georgia*, as he had the highest certificate of character and competency from Commander Maury, and if this should interfere with the position of Mr. Brooks you might either give the latter an acting appointment as chief engineer or put it to his patriotism to serve cheerfully under a chief newly appointed to the service from civil life. Situated as we are, it is not possible to observe ordinary forms of precedence. I wrote you also a hasty note by Lieutenant W. F. Carter, commanding the steamship *Louisa Ann Fanny*, and learn by telegram that he is in Coruña to-day. I was anxious to send you some firemen with Mr. Pearson, but the *Louisa Ann Fanny* was under suspicion, and the attempt to increase her crew or to put passengers on board of her might and probably would have resulted in her detention. Efforts are now being made to collect a few good men who may be trusted to go to you, either where you now are at Ferrol or to meet you at Madeira; but the authorities are so active to prevent encroachment upon the foreign-enlistment act that I find great difficulty in getting a reliable person to conduct the negotiation. I have telegraphed Mr. Arman, the builder of the *Stonewall*, to detail one of his foremen to accompany Captain Tessier to Ferrol, and have telegraphed you to Ferrol to say, "Tessier leaves for Ferrol to-day. Will take one of the builders with him." Captain Tessier has been my agent in France for many months. He has seen the *Stonewall* frequently while she was in course of construction, and will be of great service to you. He is a thorough Confederate, a first-rate seaman, has an excellent knowledge of ships, and you can consult and advise with him professionally with perfect confidence.

A credit has been opened for Messrs. Perez & Co., of Ferrol, on your account, with Frederick Huth & Co., of London, for £1,000, in compliance with your telegraphic request of the 12th instant, and any further pecuniary aid you may require shall be promptly rendered. Yesterday I received your letter* of the 5th instant, which, together with the previous one before mentioned, gives me a graphic account of your difficulties. I am glad that you took the trouble to be so minute, and am delighted to find that you remain of good heart in spite of the hardships and discomforts of the past month. The *Stonewall* has certainly begun her life in a most trying manner, and notwithstanding the defects you mention, she must be a very staunch ship of her class to have stood such a succession of gales as she has encountered. I have not a very clear idea of "the leak about the rudder," but as I understand it, there must have been great neglect on the part of the builder. I have not seen the ship since she was partially in frame, and had no personal knowledge of the manner in which she was finished, and knew nothing of her internal arrangements except from inspection of the drawings sent when I concluded to make the purchase. Nevertheless, I did not doubt the proper condition of the ship merely as a structure, and I knew that she had been completed and fitted under the superintendence of a skillful engineer of the Danish navy especially detailed for the purpose. This latter circumstance, taken with the fact that Mr. Arman is a builder of great reputation, and has been decorated for his success as a naval

*Not found.

architect, gave me confidence in the ship, and leads me still to hope that the material defect of construction will prove to be local, and consequently remediable. The bad management of port shutters, their insufficient strength, and the absence of combings to hatches and magazine scuttles are almost inexcusable errors, and had I known of such defects I would have stipulated for their correction before agreeing to accept the ship. The ship was not at the risk of the Confederate Government until she left Copenhagen, and these alterations could have been made at that place. Most of the other defects you mention are inherent in the class and description of vessel, and can only be avoided by adopting a much larger size, and having a living as well as a fighting deck. The *Stonewall* was never intended to keep the sea as a cruiser, and had you been fortunate enough to have had summer instead of winter for the passage across the Atlantic, many of those inherent defects which render an ironclad of such small size almost uninhabitable in stormy weather at sea would probably have escaped notice. The gales which have swept the English and French coasts almost incessantly since the early part of January have been unprecedented in violence for many years, and I congratulate you upon your management and judgment in bringing the ship into a safe place of shelter, and I think you are justified in making such alterations as may lessen her discomforts during a further ocean voyage. The length of smokestack must be determined by certain conditions belonging to the shape, size, and position of the boilers, and probably could not have been shorter without a material sacrifice in draft. A cylinder is so strong *per se* that I do not think the likelihood of a smokestack of that shape falling, if the guys are cut away, would be lessened materially by reducing it a section. If it is possible to send the firemen to you at Ferrol I will do so. I am now making enquiries as to the chances of getting them to Madeira, if the first expectation is disappointed, and there is a telegram among those you sent me with your first letter which will enable me to indicate to you the fact. When Tessier arrives, should you think my presence at all essential, telegraph me "Wanted," and I will hasten to you; but I should not feel justified in leaving England just now unless under pressing circumstances, as I have a great deal of business which would come to a temporary deadlock. The last steamer brought news of a partially successful raid of the Richmond ironclads upon Grant's transports, and Lieutenant Ramsay, who left Charleston on the 25th December last, says the ironclads at that place were preparing for an attack upon the enemy. He describes a new Charleston ironclad as being very formidable and with a speed of 9 knots. She was commissioned on the 24th December, and the whole squadron was under command of Captain Tucker. When you leave Ferrol for another trial of the dangers of the ocean, many good and Christain Southerners who are now aware of your design will watch your progress with prayerful interest.

I am, very truly, yours,

JAMES D. BULLOCH.

[Captain T. J. PAGE, C. S. Navy,
Ferrol.]

Memorandum furnished by Commander Bulloch, C. S. Navy, to Captain Page, C. S. Navy, commanding C. S. ram Stonewall, at his request, after having put into Ferrol, suggesting a plan of operations.

PARIS, *February 24, 1865.*

The point at which the *Stonewall* may strike a blow with effect must be determined *by two essential* considerations, of which the first is

importance is the question of fuel, without which she is helpless, and the second is local knowledge of the coast on the part of the commanding or other officer. Supposing these two difficulties to be satisfactorily provided for, there remains to be determined the point at which a blow would most damage the enemy, either by the destruction of his material or by disconcerting his prearranged plans. Major Walker has been requested to prepare coal for delivery outside of the harbor of St. George, Bermuda, if necessary, and to have vessels partly, at least, laden with coal to accompany the *Stonewall* on to the coast, and he notified me that the request had been attended to; hence Bermuda should be the final touching point for supplies. At Bermuda, too, are fourteen of the *Florida's* crew, whom Major Walker has been requested to send out with the coal. Leaving Ferrol, the *Stonewall* can touch for coal either at St. Michael [San Miguel] or Madeira, the latter place being, I think, preferable as presenting greater facilities for getting the fuel on board and being nearer the trade winds. However, the season is now so far advanced that the weather would probably be favorable for work even at St. Michael [San Miguel]. The quantity of coal to be taken on board at either place would of course be determined by the depth to which the ship could be laden in the prevailing weather at the time. Supposing the *Stonewall* to reach Bermuda in safety, to receive on board fuel, say, for nine days (if the weather justifies putting on board so much extra weight), and that she is joined by a steam tender with additional fuel, it seems to me that Port Royal should be her objective point. To enter that port no pilot is required. It is the present base of Sherman's operations, and there is probably a larger amount of the enemy's property collected there than at any other point similarly exposed to attack. It is, besides, the nearest point to which the *Stonewall* could be directed, having regard to a port of subsequent resort and supply, from which a second blow might be struck, as Charleston is no doubt guarded by ironclads, and there is no enemy's property inviting destruction, and probably no fuel to be had at that port, else our own ironclads would come out, Lieutenant Ramsay reporting that three are lying there ready in other respects for action. The run from Bermuda to Port Royal could be made in five days and a half in fair weather, and if the *Stonewall* can leave the former place with nine days' coal she would still have remaining four and a half days' fuel, one of which she would consume in the attack, and the balance would suffice to take her to Havana. If, however, it should not be possible to put on board fuel for nine days at Bermuda, and it should not be deemed advisable to take the tender on to the coast, arrangements might be made for a rendezvous with her at Memory Rock, near the northwest point of the Great Bahama Bank, or at the Bemini Islands, farther north, or on the Salt Cay Bank, as the supply of fuel on board the *Stonewall* might suggest; from which point she could proceed to Havana. At Havana Major Helm would be able to afford reliable information in regard to the condition of affairs on the Gulf shore of the Confederate States, and a point of attack could be selected upon a careful digest of the information thus gained. It may, of course, be impracticable to carry out a programme agreed upon at a distance of 3,000 miles from the scene of action, and events transpire so rapidly that the whole aspect of affairs may change before the *Stonewall* reaches Bermuda. Still, it is always best to start with a preconceived design, which may at least form the base of future plans to be devised under pressure of circumstances.

[J. D. BULLOCH.]

Report of Captain Page, C. S. Navy, commanding C. S. ram Stonewall, of the readiness of that vessel for departure from Ferrol, Spain.

[C. S. RAM] STONEWALL,
Ferrol, Sunday, March 19, 1865.

MY DEAR SIR: I arrived on board on Thursday night, finding the vessel ready all to dismantling her to lower masts, which was done the next day, on which I called to take leave of the officials here. They all expressed themselves very kindly and gave me many good wishes. They seemed a little surprised that I should not attempt to leave the port in the most secret manner. This, as I have before mentioned to you, is useless. It would be simply prolonging an event which must inevitably come to a time more disadvantageous to ourselves. For this reason we have put the vessel in the best condition we have the means of, not to run, but to do her best in so unequal an engagement. Coolly and calmly we look things in the face, trusting to the guidance of an all-wise and merciful God and to our own hard exertions. I should have gone out yesterday, and have written to you, but we had a severe gale, which has not ceased as yet. We have a low barometer, with every indication of a continuance of bad weather. God grant that we may soon have suitable weather. I had intended to postpone writing to you until the moment of my departure, but the indications of the weather are such that I can't imagine how long this may continue, and I am sure you will be anxious to hear from us. You will, however, hear something of us by telegraph, most probably before you receive this. There is a gentleman here, sent by B[ulloch], whom I have requested to remain until he may have heard of us after leaving here, and to inform you by telegraph.

Sam is quite well, and the officers are in good spirits. The men have behaved well, having had every opportunity to desert if they had wished to do so.

If you do not again hear from me by letter, you will telegraph.

Yours, very truly,

TH. J. PAGE.

Commodore S. BARRON,
30 Rue Drouot, Paris.

Letter from Captain Page, C. S. Navy, commanding C. S. ram Stonewall, to Commander Bulloch, C. S. Navy, reporting condition of affairs in relation to that vessel.

[C. S. RAM] STONEWALL,
At Sea, March 25, 1865.

You must not think it strange that you did not hear from me while at Ferrol. On every day after my return there I expected to leave the port and consequently to encounter the two Yankee men-of-war. For many days the weather was evidently too unfavorable, and on two occasions when inside the harbor it appeared good enough I found it outside impossible. On the second attempt, having to return, I determined to take out about 40 tons of coal in order to lighten the *Stonewall* somewhat, forward. The day following (yesterday) seemed favorable, and I went out, having been informed by the authorities that I must not return to that port again. This I thought a hard case, and though protesting against it, found there was no alternative. There had been brought to bear upon the Government at Madrid such influence by the Yankee *minister, under* the plea that we were making use of one of

their ports, that I discovered that the restriction came from a higher source than the authorities at Ferrol, and therefore I could not contend against it without compromising them and involving the *Stonewall* in a difficulty that might hereafter be fatal to her. I had left our two quarter boats, hoping that should the encounter eventuate favorably for us I might recover them again, seeing that their destruction would be inevitable, either from the concussion of our own guns or from the shot of the enemy, neither of which it would be possible to escape. There was no place for them but at the davits, and there the concussion from the guns in the after turret must have shattered them. We got out at 10:30 a. m., accompanied by a Spanish frigate, to see that there was no violation of Spanish territory. I remained off the harbors of Ferrol and Coruña (where lay the Yankee men-of-war, the *Niagara* and *Sacramento*, with steam up, in full view) until 8:30 p. m., but neither of them made a move from their anchors. This will doubtless seem as inexplicable to you as it is to myself and all of us. To suppose that these two heavily armed men-of-war were afraid of the *Stonewal* is to me incredible; and yet the fact of their conduct was such as I state to you. Finding earlier in the day that they declined coming out, there was no course for me to pursue (as I had been prohibited returning to Ferrol) but to make an effort to recover the boats and go on my way. I dispatched a note both by the Spanish frigate and a fishing boat, with the promise of high pay, to our agent in Ferrol, requesting to have the boats sent out to me. In order not to annoy the authorities, and hoping to meet our boats coming out, after dark I stood some distance up the river to within a couple of miles of the port, and remained some time, when, not seeing or hearing anything of them, I concluded that the Yankee authorities, whose persistent interference in all that we did was of daily occurrence, had prevented their being sent out, and therefore took my departure. I had written to you and hoped to have been able to send the letter by the boat that would bring ours, but I was prevented also from seeing your messenger, whom I had requested to remain in order to report what had actually happened. He, I fear, will be at a loss to tell you what has become of us. I shall request that the boats and coal we left may be sold and an account of them rendered. To leave them was a source of great regret to me, but under the prohibition laid upon me there was no alternative. We are pursued on all sides by the acts of all Governments, notwithstanding the individual sympathy manifested in our behalf. It could not be stronger anywhere than I have seen it in Ferrol and Coruña. But this gives us no material aid. I was informed that the course and conduct of the officers and men of the *Stonewall* while in Ferrol had induced an official report to the Government to the effect that she was a model of a man-of-war; that she had given no trouble, and but for seeing her at anchor it would not be supposed that she was in port. You may suppose that for more reasons than one I was unwilling to forfeit this good name, and therefore was the more careful not to compromise those whom I felt afraid were acting under instructions forced upon their Government by Yankee influence. In consequence of the small quantity of coal on board, it will be necessary for me to go into Lisbon, where I suppose we shall be to-morrow. I have written thus much in time to mail on our arrival, in order to give you an idea of our doings and course. Having left the money, which will be accounted for to you, it will be necessary to draw for funds in Lisbon. As things have resulted it would have been better to have kept that, boats, coal, and all on board, but no man could have supposed that two such Yankee men-of-war would have declined to meet

the *Stonewall* on such a day. I suppose their object will be to encounter us somewhere at sea, where we may have such weather as to weaken the power of the *Stonewall*. But how Captain Craven can excuse himself for not meeting her yesterday is a thing I can not conceive. Unless he has a reason beyond his control his commission would not be worth much in most navies. This makes our course more complicated than ever, and recent events seem to place us truly in a quandary. Would that there were some power to advise and direct. It is thought on board by some of the officers (and the conduct of the Yankee vessels seems to justify the idea) that the prohibition to our return to Ferrol was an organized plan through the influence of the Yankee minister at Madrid, under the advice of Craven, believing that as the *Stonewall* had been dismantled to lower masts (our spars had been left on shore) we should thus be forced to sea without them, and consequently without the means of crossing the Atlantic. I think they will find——*

THOS. J. PAGE.

Captain J. D. BULLOCH, C. S. Navy,
Liverpool.

Letter from Captain Page, C. S. Navy, commanding C. S. ram Stonewall, to Commander Bulloch, C. S. Navy, regarding future movements of that vessel.

C. S. RAM STONEWALL,
Lisbon, March 27, 1865.

MY DEAR BULLOCH: I dispatched a letter to you yesterday, giving an account in detail of the course and doings of the *Stonewall* from the time of my return to Ferrol to that of my departure; so I will not recapitulate what has been already said, more especially as Lieutenant Read, who will hand you this letter, can explain all. I made an error in my letter of yesterday in stating that the *Stonewall* averaged 9 knots from Ferrol to this place; it should have been 8½ in place of 9. I can write you unreservedly in this letter as to my proposed course (Heaven only knows what may divert me from it), and I apprehend that you will be somewhat disappointed, for I have concluded, all things considered, that it is decidedly advisable for me to go to Nassau instead of Bermuda. The bad weather and strong winds usually prevailing off Bermuda urge me (taking into consideration the disadvantages under which this ship labors) by every consideration to pursue that course which will afford her the best winds and weather, and to avoid by all means that which will expose her to adverse winds. The course to Nassau will keep us in the trade winds and most probably give us good weather. The most favorable run that we could possibly calculate on to either of these places would take sixteen days, and this is at an average of 8 knots; with the most favorable winds and half steam we may calculate on this; but this calculation admits of no detention from bad weather or head winds. These considerations take me from this to Teneriffe, whence I get immediately into the region of the trades, and thence to Nassau. As your well-arranged plans at Bermuda will already have been frustrated by the unavoidable detention of this vessel, I hope that this change will occasion you no further embarrassment. I would be much obliged to you, if there be articles at Bermuda which we should have, to have them sent so that we can get them at Nassau or in its vicinity. The course ultimately to be pursued must depend upon intelligence I may receive at Nassau. I can only say that I will

* *Remainder of letter illegible.*—COMPILERS.

that in me lies to accomplish the best service to our country; but we must not shut our eyes to the overwhelming odds we have to contend with. The change in our affairs at home since the period at which you had every reason to believe the *Stonewall* would have done most effective and important service has made her comparatively inefficient, and so decidedly deprived her of striking the vital blow and doing the enemy the heavy damage that she would have done that I can not but entertain serious doubts as to the propriety of her pursuing the course that has been marked out for her; but as this has been done by authority superior to mine, it remains for me to carry out the expectations that have been entertained with all the zeal and ability with which Heaven has blessed me. The question has arisen in my own mind, viewed apart from the loss of life involved and simply in a financial way, whether the inevitable loss of this vessel ultimately will compensate for the damage she may do to the enemy. I have no hesitation in expressing my views to you plainly, because I am sure that they will not be misconstrued, and I conceive it my duty to do so, come what may in the end. It is true that we were as well received in Ferrol as we could have expected from any nation, and everything allowed in the refitting of the ship which, under the circumstances, we could have hoped for; but the overpowering influence of the Yankee representatives even there showed itself all powerful at last, and we were, though contrary to the wishes of the authorities I must believe, finally excluded from that port altogether. On my arrival here I received a message from the commanding officer of the place (after enquiring my business in this port and being informed as to what it was—simply to get coal) that I would be allowed twenty-four hours to procure all that I required, after which time I must leave the port. My reply was that I came in for coals; that I had no desire to remain at Lisbon; that so soon as the coals were put on board I should leave the port, but not before. I then stated to the officer that I had heard that the *Sacramento* had remained in this place as long as she wished to do so without being ordered to leave here, and that this difference between two recognized belligerents made by the official authorities I did not understand. At this he left me. If this vessel is thus to be pursued in every port into which she may find it necessary to enter, you see at once what her condition must inevitably become. She can not run to sea and there remain, as could the *Alabama* and *Florida*, and this the enemy must be as well aware of as we are.

I suppose I shall receive the fuses that were sent by Fitz C[arter]. It will be very desirable to have them, and I am at a loss whether or not to advise the sending of a few more of the common shells for each gun. Fortuitous circumstances might make them necessary to us, and as they can not be procured otherwise, I think that, all things considered, it would probably be advisable to send some if you can do so. I shall be most happy to hear from you. Your letter after the receipt of this would doubtless get to Nassau in time. Please do me the favor to send any letters for me to your care from my wife.

Yours, very truly,

THOS. J. PAGE.

Captain J. D. BULLOCH, C. S. Navy,
Liverpool.

P. S.—I should have stated in speaking of the message sent me to leave this port that on one of the officers calling with our business man on the commanding officer of the port to enquire (he having volunteered to do so) at what time, if at all, it would be agreeable to him for

me to make an official call, he was most politely received and very much impressed by the courteous manner of this official, who, after stating the delicacy of his position, accompanied with expressions of deep sympathy with us, said he could not receive me officially, but would be most happy to see me unofficially. This, of course, I shall decline doing, as I only desired to conform to the usages, in courtesy and politeness, on all such occasions, and would not receive any private attentions or considerations which would be withheld from me in my official character.

6 o'clock p. m.—I have opened this to say that the *Niagara* and *Sacramento* are off the bar, and I suppose will come in. I should have been off this evening, but the pilot thinks it too late to attempt going out. These ships are dogging us to take an opportunity most favorable to them. The wind is strong from the north—very much against us; but we must go out to-morrow, as we are ordered out. We must encounter them. We have just sent up our spars; I wish they were down.

T. J. P.

Letter from Commander Bulloch, C. S. Navy, to Captain Page, C. S. Navy, commanding C. S. ram Stonewall, regarding that vessel.

LIVERPOOL, *April 8, 1865.*

MY DEAR SIR: Your letter of the 27th ultimo was handed me by Lieutenant Read on the 6th instant. Letters from Captain Tessier and Mr. Perez had previously given me full particulars of your movements up to the final disappearance of the *Stonewall* off Ferrol, and I enclose herewith copy of a very interesting letter from the latter gentleman, detailing his efforts to place the boats on board on the night of departure. I presume Captain Craven, of the *Niagara*, had determined not to fight you except under circumstances the most favorable to the ships under his command; but his failure to meet you in a fair combat has excited criticisms very discreditable to his own reputation and uncomplimentary to the service in which he holds a commission. I note your intention of proceeding to Nassau via Teneriffe, and this being the day of departure of the Nassau mail, I have written Mr. Heyliger to do what he can for you, but fear the present governor will give him and yourself trouble. So far as my experience goes, the voyage to Bermuda via Maderia would have been as safe and practicable at this season of the year as that to Nassau, and at the former place everything was prearranged to supply your wants promptly and efficiently. In spite of the long delay you have experienced on this side of the Atlantic, Major Walker has kept himself in a state of readiness to assist you, and under date of the 7th ultimo wrote me as follows:

> In case the *Stonewall* should make her appearance at this port (St. George) during my absence, everything will be ready for her, and I will leave a letter for Captain Page making some important suggestions.

I shall not be disappointed (as you apprehend) by your going to Nassau instead of Bermuda, if the change has resulted from an alteration in your plan of action, and it is now your determination to strike a blow at some important point nearer to the former than to the latter place; but I fear you will have difficulty in getting supplies at Nassau, and I can not communicate with Major Walker in time to have anything sent to you from Bermuda. The fuses were doubtless left by Lieutenant W. F. Carter *in charge of* Major Walker, and the spare shell, you *will remember, were left at* Copenhagen. It would be quite impossible

for me to have them shipped from that port in time to overtake you at Nassau. Indeed, I presume they could not be shipped direct at all. As your stay in any neutral port must of necessity be short, you could not expect to receive any supplies sent to you now unless you appointed a rendezvous a considerable time in advance, and even then there would be great uncertainty of meeting them.

You very justly observe that the course to be ultimately pursued must be determined by the intelligence you may receive at Nassau. I was not aware that you had received positive instructions in regard to a field of operations or any particular point of attack. All or even a fair proportion of the contingencies which may arise out of such an expedition as you command, especially when the untried and unknown qualities of your ship are considered, could not possibly be foreseen and provided for by instructions drawn up in Paris, and when you find it necessary to depart from your orders in one particular I would not in your place hesitate to set them aside *in toto*. This course could not be construed into disrespect for the authority issuing the orders, but would clearly result from unavoidable circumstances. To throw away the ship in a useless adventure would devolve upon you a responsibility which could in no way be lessened by the tenor of your instructions. All that I have learned from yourself and Lieutenant R. R. Carter confirms my original impression that the *Stonewall* can only operate in close proximity to supplies and in smooth water. In fact, she might strike a single effective blow and escape; but as affairs now stand her first effort would probably be her last. To attempt anything like cruising would be utterly useless, both as regards the character of the ship and the damage which could thus be inflicted upon the enemy, and simply to make passages from one neutral port to another would involve a purposeless expenditure of money which the present and prospective condition of the public finances does not justify. You are in face of all the circumstances and must judge upon your own responsibility what is best to be done. I would not shrink from expressing the most decided opinion and sharing the responsibility with you to the fullest extent if I could talk with you *viva voce* and had the precise condition in which you now are clearly before me; but it would be unwise, perhaps even ungenerous, to express anything like a positive opinion at this distance from you. With the lights before me I should say that a blow at Port Royal would still be very damaging to the enemy, and from such an adventure you might reasonably expect to escape to Havana; but you may learn at Nassau that an enterprise in that direction is impracticable, and may find that good service may be done on the Gulf coast, operating from Cuba. If you find it impossible to act offensively against some point upon the coast, or to occupy and hold the entrance of some harbor or opening which may be used for running in supplies, it seems to me that the best course, looking only to the public interests, would be to lay the *Stonewall* up like the *Rappahannock*, and to reduce her expenditures to a minimum by paying off the crew, with the exception of a few shipkeepers. In all affairs, whether public or private, it is best and safest in the end to recognize insurmountable obstacles and to make a present sacrifice of feeling and ambition rather than to persist in fruitless and costly efforts to accomplish that which our judgment condemns. I confidently expect that you will receive my remarks in the spirit with which I record them. Under any and all circumstances you have my best wishes.

I enclose a letter from Mrs. Page, and remain, very sincerely, yours,

JAMES D. BULLOCH.

Captain THOMAS J. PAGE, C. S. Navy.

Letter from Captain Page, C. S. Navy, commanding C. S. ram Stonewall, to Commander Bulloch, C. S. Navy, regarding the disposition of that vessel at Havana, Cuba, transmitting copy of note addressed to the captain-general of that island.

[C. S. RAM] STONEWALL,
Havana, May 19, 1865.

MY DEAR BULLOCH: I have this day made the best disposition of the *Stonewall*, bad as it may be, that was possible to be made. In this I am sustained by all the officers and by the best advice of those who seem to take most interest in our behalf.

I have delivered the *Stonewall* into the hands of the captain-general of this island, to be held by him under the protection of the Spanish flag until the pleasure of the Queen of Spain shall be made known as to the disposal of her to the rightful owner. I had made every effort that human ingenuity could devise in order to protect this vessel, in order to procure the money on her responsibility, that I might thereby be enabled to pay off this crew and officers and secure the vessel to the interest of our Government; but all have failed, to my mortification, save the mode as above stated. The Confederate agent here could grant me no means for this purpose, and I was thus left to make the best disposition of her for the time being that circumstances would admit of. As to allowing her to fall into the hands of the Yankee Government, I was resolved this should not be, as I informed the authorities that sooner than such should be her fate I would sink her outside of the Morro, although by so doing I should turn the officers and crew ashore as beggars. This awful alternative it became my duty to avoid, if possible, feeling the obligation under which I am morally bound to this crew, to whom, not five of them being Confederates, I could not appeal as citizens who should be willing to bear any sacrifice. This Government could afford this vessel protection under no other conditions, though disposed to do all they could for us provided they did not involve themselves. She could not be laid up here until I could hear from Europe, because if demanded by the Yankees as a Confederate vessel, expecting that our belligerent rights would be withdrawn, they would have to deliver her up. If she could have been protected by the authorities here until I could hear from Europe, I could have raised the money on her and have paid off the crew, as you hoped, in the last resort, I would be able to do. On enquiry of the best authorities I learned that my situation would even be worse in any French or Mexican port, and having experienced what it had been in an English port, I concluded that the terms I have made would [be] the best I could possibly make. The last intelligence from Texas leaves us nothing to hope for. The address of General Magruder to his troops, by last arrivals, is worthy of him, and such as every gallant captain should make to desponding troops. But I am told by individuals arriving just now from Texas that the people are faint-hearted, and that notwithstanding what we hear from the generals there is no confidence to be placed in the people or troops. Texas has been making money throughout the war; has not felt the scourge of war; has repudiated Confederate money—a very ominous sign—and it does not seem to be believed by any that I can learn of that they will stand the pressure of war when brought home to them. They will say that as the main armies have laid down their arms it is useless for us to hold out until our State is also laid waste, and then have to follow their example. I have no confidence in them. Those who are engaged in blockade running must keep up the appearance of belief, because it is to their

individual interest; but I doubt if the troops and forces still defending the State reap any benefit from it. Under these circumstances, there being no time left for further deliberation, this Government expecting to-morrow to receive instructions from its minister at Washington to withdraw from us all belligerent rights, I am urged to act at once, ere it be too late, and while they recognize our flag. They are annoyed by Yankee men-of-war cruising off the port and their coming in, and doubtless in a day or two there may be all their sea-going ironclads here. The *Stonewall* can not make anything of a run at sea, because she wants important repairs to make her engine seaworthy and reliable, and she could not make a fight in the seaway usually in the Gulf against such odds, even if I believed that I had a Government and country to fight for.

I send you a copy of the note I addressed to the captain-general on this subject, in order that you may see the terms so soon as possible and take such steps as your good judgment in such matters would point out. At the same time you will see the importance of keeping the contents of it to yourself and advisers until you may judge it proper to move in the matter. It is my opinion that the authorities here are looking to a war between France and the United States, in which Spain would join France. If so, they may, and doubtless would, wish to have this vessel. I have said nothing in this note of many other considerations of a much graver character that have actuated me in the course I have taken. I have done the best that my judgment and conscience dictated, and I hope my course will meet with the approval of all our friends whose opinions are of any value. The difficulties and embarrassments of my situation are not easily seen or appreciated; by yourself they may be. Perhaps you had better take the steps you may judge proper immediately, in order to inform her Catholic Majesty before any decided steps may have been taken at Madrid.

[T. J. PAGE.]

J. D. BULLOCH, Esq.,
Captain, C. S. Navy, Liverpool.

[Enclosure.]

C. S. RAM STONEWALL,
Havana Harbor, May 19, 1865.

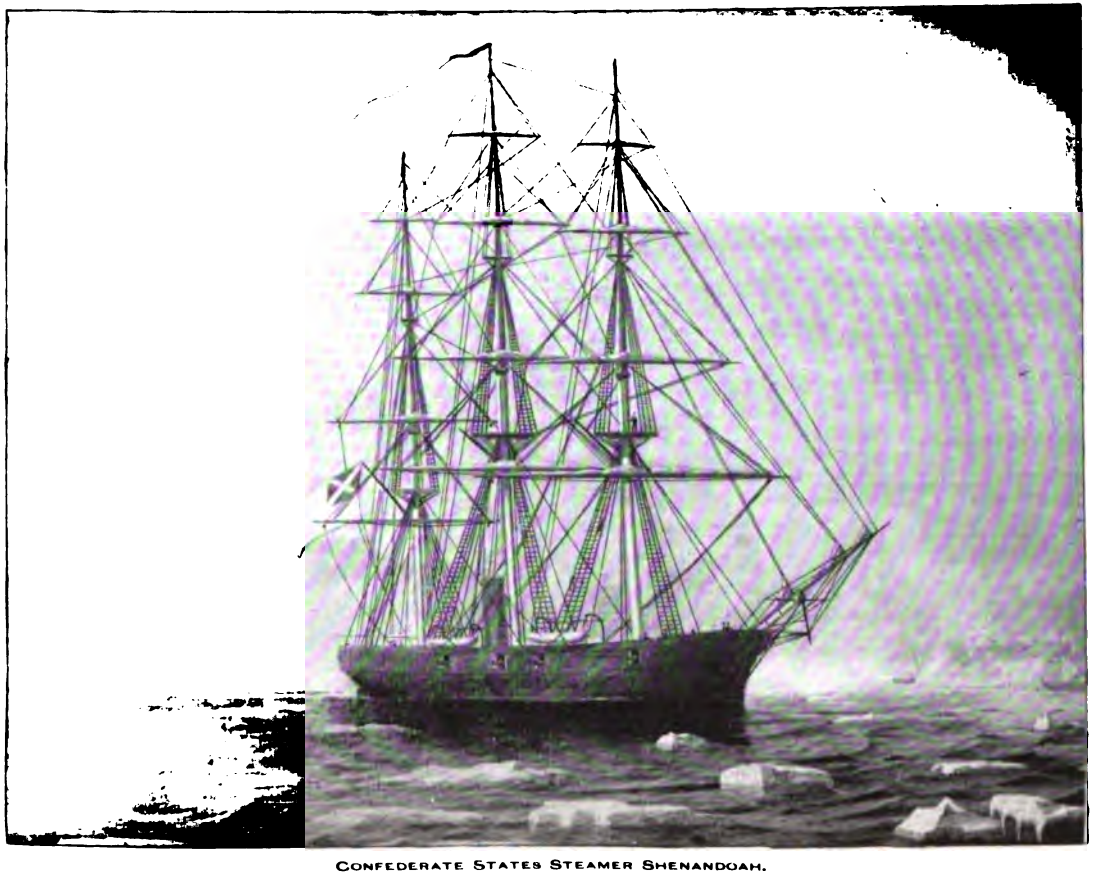
SIR: I have the honor to represent to your excellency that, believing the presence of this ship in Havana to be the occasion of frequent visits of United States ships of war, and possibly of some interruption to the commerce of the port, and finding that the repairs required will still detain her many days, I am unwilling that she should be the cause of further inconvenience or embarrassment to the Government of her Catholic Majesty, which has ever treated our national vessels with marked courtesy.

I therefore desire to deliver the *Stonewall* to the captain-general of Cuba, begging him to hold her until, the matter being referred to Madrid, the pleasure of her Catholic Majesty as to the disposition of the ship may be made known.

I am, sir, very respectfully, your obedient servant,

THOS. J. PAGE,
Captain, C. S. Navy.

His Excellency the CAPTAIN-GENERAL OF THE ISLAND OF CUBA.



CONFEDERATE STATES STEAMER SHENANDOAH.

Cruise of the C. S. S. Shenandoah from October 19, 1864, to November 6, 1865.

Appointment as lieutenant commandant conferred by Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, upon Lieutenant Waddell, C. S. Navy.

PARIS, *September 5, 1864.*

SIR: By virtue of authority vested in me, you are hereby appointed a lieutenant commandant, and will proceed to Liverpool and report yourself to Commander J. D. Bulloch for such command as he will assign you.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant J. I. WADDELL, C. S. Navy,
Paris, France.

[Endorsement.]

Reported September 12, 1864.

JAMES D. BULLOCH.

Order of Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Waddell, C. S. Navy, to proceed to Liverpool and report for duty to Commander Bulloch, C. S. Navy.

PARIS, *September 5, 1864.*

SIR: You will proceed to Liverpool, England, by the 10th instant and put yourself in communication with Commander J. D. Bulloch in reference to prospective service which you may be called on to perform. When you shall have come to a full understanding of the duty to be performed, final orders will be given to you.

Respectfully, etc.,

S. BARRON,
Flag-Officer.

Lieutenant J. I. WADDELL, C. S. Navy,
Paris, France.

Detailed instructions from Commander Bulloch, C. S. Navy, to Lieutenant Waddell, C. S. Navy, appointed to command C. S. S. Shenandoah.

LIVERPOOL, *October 5, 1864.*

SIR: You are about to proceed upon a cruise in the far-distant Pacific, into the seas and among the islands frequented by the great American whaling fleet, a source of abundant wealth to our enemies and a nursery for their seamen. It is hoped that you may be able to greatly damage and disperse that fleet, even if you do not succeed in utterly destroying it. Considering the extent of ocean to be sailed over, the necessarily incomplete equipment of your ship at the beginning of the cruise, and your approaching isolation from the aid and comfort of your countrymen, a letter of specific instructions would be wholly superfluous. All details regarding the organization of your crew and the necessary alterations required to fit the ship for carrying her battery and preserving the ammunition, the special bargain to be made with the men when you have passed beyond English jurisdiction, the general *conduct of your cruise*, and your intercourse with neutrals must

be left to your judgment and discretion, because you will be subjected to constantly varying scenes and incidents, and will doubtless encounter difficulties which can not be foreseen and provided for in advance. It is confidently believed that in moments of doubt, when unlooked-for obstacles and apparent troubles are found in your path, that happy inspiration which rarely fails the right-minded officer, who is earnestly intent upon his duty, will come to your aid, and you will thus intuitively perceive the most judicious course of action. In this letter I shall therefore only explain the means it has been found possible to place at your disposal, the arrangements for a proper and safe rendezvous, the process of transferring the armament and stores from the supply ship to the intended cruiser, and the probable nature of the negotiation with the seamen to induce them to enlist, to which will be added some remarks upon the passage to your ultimate cruising ground and the localities in which you are likely to find the objects of your search, compiled from a memorandum sent me by the honorable Secretary of the Navy and an examination of the charts and memoirs of the Pacific Ocean and the island groups therein. Excepting that the ultimate aim of your cruise must be the destruction of the New England whaling fleet, as pointed out by the Secretary of the Navy, my remarks upon these latter subjects are intended to be purely advisory.

The ship you are to command has very lately returned from her first voyage to Bombay, for which trade she was built, and having been designed as a transport for troops, with room between decks and large air ports, she is well suited for conversion into a vessel of war. The log of her voyage, out and home, shows her to be fast under canvas, and her steam power is more than auxiliary, as she has a lifting screw and steams 9 knots without pressing. She has been docked and carefully overhauled, and every precaution has been taken to insure her commencing the cruise in good and sound condition. Ample stores in every department have been provided for a voyage of fifteen months, and young unmarried men with no special ties have been as far as possible selected for the crew. Captain Corbett, her temporary commander, has a record of character and competency which fully justifies his selection, and his sympathy for our cause and willingness to serve it are so fully guaranteed by those who know him that I confidently expect his part of the work in hand to be faithfully and well performed. Captain Corbett will sail from London on the 8th instant, or sooner if ready, and his instructions are to proceed to the island of Madeira without special haste, allowing the tender which is to carry yourself and officers six days for the passage to Funchal and two days for coaling; thus he will appear off the island eight days after you have left Liverpool. He will simply stand across the entrance of the bay of Funchal, and after exchanging signals and recognizing the supply ship, he will lie under the lee of the island, but out of sight of the anchorage, until you join him with the tender.

You will sail from this port on Saturday, the 8th instant, in the screw steamer *Laurel*, under the command of First Lieutenant J. F. Ramsay, taking with you all the officers detailed for your command except First Lieutenant Whittle, who will take passage in the ship with Captain Corbett, with the view of learning her qualities and devising the best and speediest manner of making such alterations and additions in her internal arrangements as may be necessary, and to observe the character and disposition of the crew. A few picked men, selected from the crew of the late C. S. S. Alabama, who have been especially retained for the purpose, will accompany you in the Laurel and will constitute the

nucleus of the new force. You will have to organize at the place of rendezvous. Among these men is Harwood, who was chief boatswain's mate of the *Alabama*, a fine seaman, an experienced man-of-war's man, and one calculated to carry weight and influence with a crew composed almost exclusively of Englishmen. I advise you to give him an appointment as acting boatswain as soon as you get out of the channel, and to explain to him the intent of your leaving England. He will assist you materially in persuading the men of Captain Corbett's ship to enlist. I would not, however, mention the direction of your intended cruise to him. Lieutenant Ramsay will be directed to proceed with quick dispatch to Funchal, and to coal up the *Laurel* as speedily as the facilities of that anchorage will admit. For obvious reasons there should be as little communication with the shore as possible, and none of the officers or men should be allowed to land. Indeed, I may say here that every precaution should be observed to prevent the direction or intent of your voyage being known where it can be reported in Europe. When the *Laurel* returns, or even reaches Nassau, everything will be exposed; but then you will be far on your cruise and beyond the reach of interference. The main object of the *Laurel's* voyage being to place yourself and officers with the men aforementioned and the military stores on board your cruising ship and to attend upon you until you are fairly in possession, Lieutenant Ramsay will be directed to govern the movements of that ship in accordance with your wishes, and he will only proceed to carry out his special instructions when you no longer need his assistance. When Captain Corbett appears off Funchal, and his signal is recognized, you will join him with the *Laurel*, communicate with him and Lieutenant Whittle, and discuss the further steps necessary to transfer the supplies from the tender to your own ship, which you will christen *Shenandoah*. The amount of stores to be transferred is not large, and the heaviest weight in a single piece will be less than 3 tons. The transshipment might be easily accomplished between the hours of sunrise and sunset if the occasion be favorable. It is not impossible that the day may be fine and calm, in which case you might lash the two vessels alongside of each other, with plenty of fenders to prevent chafe, and by steaming slowly ahead with one, so as to tow the other, and by keeping well under the lee of the island, the transfer might be accomplished without the delay and risk of seeking another anchorage. The bulk of the *Alabama's* supplies were taken on board in this way off the island of Terceira. Should the state of the weather at this season of the year prohibit the above course, you will have to consider where to seek a rendezvous. I have given this matter a good deal of thought. An essential point to be considered is the final destination of the tender and her ability to reach it without trenching upon your own supply of coal. On the coast of Morocco are the roadsteads of Mogador, Safi, and Cape Ghir; but these are unsafe anchorages, with bad holding ground, even in summer, and at this season the westerly swell of the Atlantic, to which they are fully exposed, I fear would not permit the two vessels to lie in contact. The same objections appertain to Teneriffe and [Las] Palmas, in the Grand Canaries, and any point farther south, although in the direction of your ultimate cruising ground, would carry the *Laurel* too far away from her ostensible voyage to Nassau, which must finally be accomplished, or the British subjects who personate the owners of both ships may be seriously compromised, and we may thus be debarred from getting aid in future undertakings of the kind. After mature reflection I think it best not to lose time in looking up doubtful *places of resort on this* side of the Atlantic at this advanced

season; but I advise you to avail yourself of the favoring N. E. trades and, keeping the two vessels in company, to strike across to the Caicos Group, in the West Indies, which lie between the fifteenth and twenty-second parallels of north latitude, and nearly bisected by the seventy-second meridian of west longitude. Here I am almost sure you would find still and safe anchorages, and there would be no interference or danger of entanglement for breach of neutrality. On the chart, marked in red ink "Windward Passages, West Indies, Providence to Mona," you will see the Caicos Islands, and will observe two anchorages marked with red crosses, one under West Caicos Islands and the other, called Cockburn Harbor, at South Caicos Island. If anything should prevent you using either or both these anchorages, you could run upon the Mouchoir or Silver Bank, close under the rocks marked "Awash." In this neighborhood you will surely be able to transfer supplies, and the *Laurel* can run up through Exuma Sound and into Nassau, where Captain Corbett and his officers and those men who decline to ship for the *Shenandoah* can be landed and forwarded by steamer to England. Some tact will be necessary in dealing with the men and persuading them to ship, but you will be greatly assisted by the influence of the *Alabama's* men, who are ready and willing to serve. Immediately upon leaving Funchal I would move them all on board the *Shenandoah*, and let them by quiet influence work upon the crew during the run across. It is necessary to bear in mind that Captain Corbett is the legal commander of the *Shenandoah* until he formally transfers her to you, and all action in regard to the ship and her crew should be conducted through him or with his cooperation. In regard to pay, it is quite impossible for you to conform precisely to the law regulating the pay of the Navy. The monthly pay allowed to seamen in the Navy is hardly sufficient to tempt the men, but I think you may get the seamen for £4 10s per month, which is but little in excess, although it is probable you will have to make a greater difference in favor of the petty officers. As seamen, so far as our service is concerned, are merchantable articles with a market value, you must either pay the price demanded or dispense with their services, which would cause the abandonment of your cruise; and I am satisfied therefore, if in the exercise of your discretion you deem it necessary to go beyond the established pay allowance, the Department will take the steps necessary to legalize your act. An unusually large crew has been shipped for the *Laurel*, and Lieutenant Ramsay will endeavor to pursuade as many of them as he can influence to ship for the *Shenandoah*. From the united crews of both vessels I think you will be able to engage fifty, who, with the ten from the *Alabama*, will afford you a crew of sixty. Add to these sixteen officers, comprising your staff, and there will be an effective force of seventy-six souls, a sufficient number to navigate the ship with ease and safety, and even to fight the guns; and this force you can steadily reenforce from prizes and from the first island you touch at where the whalers rendezvous.

When the *Shenandoah* is formally turned over to you, Captain Corbett will hand you a bill of sale of the ship, and you will permit him to take the register and such other papers relating to the previous status of the ship as he may desire to carry with him; and I have stipulated with the ostensible owner that you will make no prizes until Captain Corbett has had time to reach England and cancel the register, for which purpose you should allow thirty days. It will be thus important for you to dispatch the Laurel as speedily as possible, and as soon as you get everything on board the Shenandoah you should transfer the

men who decline to enter the Confederate States service to the *Laurel*, and direct Lieutenant Ramsay to proceed to Nassau, after which he will be guided by his own special instructions.

All the work you have to do on board the *Shenandoah*, such as mounting the battery, building the magazine and shell room, and putting up such additional store rooms as may be required, can be done while underway, and you should therefore leave the anchorage at which your supplies are received simultaneously with the *Laurel*, with the view of insuring your arrival upon the cruising ground at the appointed time. If you find the wind light and baffling in the neighborhood of the Caicos Group, steam off to the eastward until you reach a steady belt of N. E. trades, when, if you can make easting on the port tack and head up clear of the Windward Islands, I would go at once to the southward and eastward; for even should you fall to leeward of the usual position for crossing the line, you can make your easting under steam in the calm latitudes, and thus strike the S. E. trades in a favorable position for weathering the Brazil coast. When you have passed through the S. E. trades, keep well to the southward until you get strong, steady S. W. winds, and then steer so as to cross the meridian of the Cape of Good Hope in the parallel of 45° of south latitude, getting into that latitude before you come up with the cape.

Where the parallel of 45° crosses the meridian of the cape your cruise may be said properly to begin, and you must endeavor to reach that point on the 1st of January, 1865. Enclosed herewith you will find a memorandum sent me by the honorable Secretary of the Navy, which points out the general direction of your future movements, and you must be particular to regulate your passages from point to point so as to catch the whalers in the consecutive localities named. It would be well to touch off Melbourne, and if coal is to be had take on board as much as you can well carry, or, if there is lack of coal at Melbourne, proceed to Sydney, New South Wales, for the same purpose. If there should be any objection on the part of the Imperial authorities to your taking a large supply of coal, claim your right under the Queen's order in council to get a quantity sufficient to carry you to the nearest port of your own country, which is the precise limitation of the order, and which will afford you an ample supply.

After leaving Melbourne or Sydney, proceed to the New Zealand whaling ground and thence northerly, between the Fiji and New Hebrides Islands, to the Caroline Group, Ladrones, Bonins, etc., as specified in the enclosed memorandum.

You are provided with charts and sailing directions to cover your entire cruise, and I will in this connection furnish a few notes for your guidance and warning.

While running north for the Carolines beware of the dangers of the inner passages, commencing in latitude 23° S. For testing your chronometers sight Norfolk Island (see plan on margin of South Pacific chart and Cheyne's Pacific Directory, p. 21) or Isle of Pines or Vanikoro (see Cheyne), or, if further to the eastward than these, sight the Fiji Islands (see plan on Pacific chart and Belcher's work, volume 2, p. 48).

For navigation of the Carolines refer to Cheyne, page 136, and see a plan of Pouinipete, alias Ponapi, alias Ascension Island, on margin of North Pacific chart. You will also find a sheet of the Carolines in the box. Cheyne has a short notice of the Ladrones, page 153. (See plan of Guam, the principal island, on margin of North Pacific chart.)

Whalers frequent it, and Pouinipete is also a place of resort for whalers. You will find plan and harbor charts of Bonins on margin of North Pacific chart, and a notice of them in Cheyne, page 161. Charts of the Japan, Loo-Choo, and Kuril islands on three sheets, and plans of Nagasaki and Shimoda are in the box. Consult Horsburgh, page 484, volume 2, for general precautions; Cheyne, pages 157 to 161, for harbor of Shimoda and Hakodadi. At Nagasaki or Hakodadi coal can probably be obtained. Charts of Okhotsk Sea and Bering Sea are also in the box. By the time you have reached the position north of Oahu described in the memorandum, and have cruised there until you are satisfied that the whaling fleet has passed to the southward, your ship will probably be in want of repairs, and it may be necessary for you to decide what disposition could be advantageously made of her. If she is in sufficiently sound and stanch condition to justify further cruising, you might run to the southward through the Marquesas and Society islands, where it is likely you may find some whalemen; from whence you might proceed to Valparaiso, get the latest news, and make arrangements to sell the ship or to bring her into the Atlantic, as her condition or the political state of affairs might render desirable. You should at all times exercise a large discretion, and you would be perfectly justified in selling the ship and sending the crew to their homes, if they desire it, whenever her failing powers would seem to indicate that she was no longer fit for service. If you should bring her to England or France during the continuance of the war, it is extremely doubtful whether she could again be got to sea; and our ships of war have been ruled out of the continental ports of Spain, Portugal, and even Brazil. In view of these circumstances and the great distance between the North Pacific and Atlantic ports wherein you might find shelter, I am inclined to think that when you have performed the work assigned you the best disposition you could make of the *Shenandoah* would be to sell her, either somewhere on the west coast of South America or to adventurous speculators in the Eastern seas. Thus would be realized a partial return for the cost of the cruise, and the ship would never return to Europe, where, as Confederate States property, her presence might give rise to harassing questions and complications. You will be provided with an ample cruising fund, but you will, of course, draw supplies as much as possible from your prizes, taking from each of them everything that may be available, either for the wants of the ship or the support of the crew. My own knowledge of the places from which you may get coal after passing the Cape of Good Hope is at fault, and I can find nothing in the sailing directions on the subject. You should therefore husband your supply, and should seek information on this important point whenever it is possible to obtain it—at Melbourne or Sydney, for example, and among the islands through which you sail. I will write privately and forward letters to you at the island of Guam in the Ladrones, between which and Manila there is communication; but official documents can not be trusted by that route. You can intimate the progress of your cruise from several places and from this very island of Guam, directing to M. P. Robertson, esq., care of Messrs. Fraser, Trenholm & Co., of Liverpool, and I can notify the Department of your movements.

Enclosed herewith you will find form of bonds to be signed by captains of prizes you may ransom, and also short form of the depositions to be taken from the captains and mates of prizes, and which you *might* extend to any degree of minuteness you may think advisable in

particular cases. I can think of nothing else worthy of special remark. You have a fine-spirited body of young men under your command, and may reasonably expect to perform good and efficient service. I earnestly wish you Godspeed.

I am, respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, C. S. Navy.

Lieutenant Commanding JAMES I. WADDELL, C. S. Navy.

[Enclosure.]

Memorandum received from Navy Department, Richmond, dated August 19, 1864, and enclosed in a letter of instructions to Lieutenant Commanding James I. Waddell, dated Liverpool, October 5, 1864.

A fast vessel with auxiliary steam power, leaving the meridian of the Cape of Good Hope on the 1st January, would reach Sydney, in Australia, in forty days, adding twenty days for incidental interruptions; and leaving the coast of Australia on the 1st of March, passing through the whaling ground and between New Zealand and New Holland and the Caroline Group, touching at Ascension, and allowing thirty days for incidental interruptions, would reach the Ladrone Islands by the 1st of June. She would then, visiting the Bonin Islands, Sea of Japan, Okhotsk, and North Pacific, be in position about the 15th of September, north of the island of Oahu, distant from 60 to 100 miles, to intercept the North Pacific whaling fleet bound to Oahu with the products of the summer cruise.

Instructions from Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, to Lieutenant Waddell, C. S. Navy, appointed to command C. S. S. Shenandoah.

PARIS, *October 5, 1864.*

SIR: When the vessel under your command is ready for sea you will sail on a cruise in the region of ocean already indicated to you in our personal interview. The charts which have been sent you are the best sailing directions which you can have.

Your position is an important one, not only with reference to the immediate results to the enemy's property, but from the fact that neutral rights may frequently arise under it. Reliance, however, is placed in your judgment and discretion for meeting and promptly disposing of such questions.

It is now quite the custom of Federal owners of ships and cargoes to place them under British protection, and this may at times cause you embarrassment. The strictest regard for the rights of neutrals can not be too sedulously observed, nor should any opportunity be lost in cultivating friendly relations with their naval and merchant services and of placing the true character of the contest in which we are engaged in its proper light.

You will not hesitate to assume responsibility when the interests of your country may demand it, and should your judgment ever hesitate in seeking the solution of any difficulty it may be aided by the reflection that you are to do the enemy's property the greatest injury in the shortest time.

Authority is vested in you to make acting appointments to fill any vacancy which may occur.

The maintenance of strict naval discipline will be essential to your success, and you will enjoin this upon your officers and enforce its rigid observance, always tempering justice with humane and kind treatment.

I am, sir, very respectfully, your obedient servant,

S. BARRON,
Flag-Officer.

Lieutenant Commanding J. I. WADDELL.

Order of Commander Bulloch, C. S. Navy, to Lieutenant Waddell, C. S. Navy, to proceed to the island of Madeira and assume command of the C. S. S. Shenandoah.

LIVERPOOL, *October 7, 1864.*

SIR: You will proceed to the island of Madeira in the steamship *Laurel*, under the command of First Lieutenant J. F. Ramsay, C. S. Navy, and there assume command of the C. S. S. *Shenandoah*. You will be accompanied by a number of officers, a list of whose names you have, and you have also written orders for each of them to report to you for duty, which you will deliver after leaving Liverpool.

Referring you for special advice and instructions to my letter of the 5th instant, I am, respectfully, your obedient servant,

JAMES D. BULLOCH.

Lieutenant Commanding JAMES. I. WADDELL, C. S. Navy.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to Messrs. Fraser, Trenholm & Co., regarding funds for that vessel.

FUNCHAL, MADEIRA,
October 15, 1864.

GENTLEMEN: I beg to advise you that I have this day drawn on you, at ten days' sight, in favor of Messrs. Blandy Brothers & Co., of this place, in the sum of £1,000, being the amount in full placed to my credit as per your advice of October 8, 1864.

Hoping this arrangement will meet with your satisfaction, I have the honor to be, very respectfully, etc.,

JAMES I. WADDELL,
Lieutenant, Commanding Shenandoah, C. S. Navy.

Messrs. FRASER, TRENHOLM & CO.,
No. 10 Rumford Place, Liverpool.

Letter from Commander Bulloch, C. S. Navy, to Flag-Officer Barron, C. S. Navy, commanding naval force in Europe, transmitting list of officers of the C. S. S. Shenandoah.

RUMFORD COURT,
Liverpool, November 9, 1864.

MY DEAR COMMODORE: I send herewith a list of officers, as requested.

I am, yours, very truly,

JAMES D. BULLOCH.

Flag-Officer SAML. BARRON,
Paris.

[Enclosure.]

List of officers [of the C. S. S. Shenandoah].

James I. Waddell, lieutenant, commanding.
William C. Whittle, first lieutenant.
John Grimball, first lieutenant.
S. S. Lee, first lieutenant.
F. T. Chew, first lieutenant.
D. M. Scales, second lieutenant.
Irvine S. Bulloch, acting master.
C. E. Lining, passed assistant surgeon.
W. B. Smith, acting assistant paymaster.
O. A. Browne, midshipman.
John T. Mason, midshipman.
W. H. Codd, first assistant engineer.
Matthew O'Brien, second assistant engineer.
Henry Alcott, sailmaker.
John L. Guy, acting gunner.
J. F. Minor, master's mate.
Lodge Colton, master's mate.
C. E. Hunt, master's mate.

Report of Commander Bulloch, C. S. Navy, of the final equipment of C. S. S. Shenandoah at the island of Madeira.

LIVERPOOL, *November 17, 1864.*

SIR: I have the satisfaction to report that the *Shenandoah* has received her officers and armament and is now an actual cruiser under the Confederate flag. Captain Corbett, who was employed to take the *Sea King* (now the C. S. S. *Shenandoah*) to a rendezvous with the steamer *Laurel*, has returned to Liverpool, and from his verbal statement, as well as from an official report of Lieutenant Ramsay, commanding the *Laurel*, dated Santa Cruz, Teneriffe, October 21, I learn that the two vessels met at Madeira without accident and at the appointed time. The *Laurel* proved so fast that she arrived sooner than I expected, and lying in Funchal Roads for two or three days after coaling to await her consort, the circumstance excited some suspicion, and the U. S. consul endeavored to induce the Portuguese authorities to detain her, but failed to suggest a justifiable plea. On the morning of the 18th ultimo the *Sea King* appeared off the bay of Funchal, and having signaled as directed, was at once recognized and speedily joined by the *Laurel*. Fortunately the weather on the 18th ultimo was mild and fine, and the two ships were able to anchor under Las Desertas, an uninhabited island near the main island of Madeira, and beginning work with spirit and energy, all the armament and stores were transferred by an early hour on the morning of the 19th October. On that day the ships separated, and Lieutenant Ramsay proceeded to Teneriffe to land Captain Corbett and the seamen who declined to enter the Confederate States service. I regret to learn that only a small minority of the men sent out in the two ships could be induced to enter for the *Shenandoah* when the object of her cruise was made known to them, and I perceive by the bounty drafts sent to me for payment that Lieutenant Commanding Waddell was forced to give £15 per man bounty. Lieutenant Ramsay reports that although the ship started on her cruise very short-handed, the officers were all in fine spirits, and I am sure that the crew can be steadily reenforced from prizes and men can be continually picked up at any port the *Shenandoah* may visit. The announcement now made public that another Confederate cruiser is at sea can not fail to have a depressing effect upon the foreign commerce of the United States by increasing the rate of insurance in and upon American bottoms, and her appearance is at this time especially opportune in consideration of the loss to us of the Florida. I can readily imagine with what indignation you will learn of the cowardly and murderous assault of the U. S. S. Wachusett upon the Florida. It

has excited very severe comment in Europe, and the Brazilian Government seems to have acted with promptness and spirit. There is a rumor that France and England will join Brazil in her demand upon the United States for satisfaction, but both the former powers have shown so much forbearance and Great Britain has been heretofore so patient and submissive in her intercourse with the United States that it is difficult to imagine a change of conduct. I find it difficult to account for the unwillingness of the men to ship for the *Shenandoah*. Captain Corbett was instructed to ship for the *Sea King* only young, and as far as possible unmarried, men, whose spirit of adventure and lack of home cares would, it was thought, naturally incline them to a roving cruise. In this expectation I have been disappointed, for the bulk of the men declined to enter the service on any terms, and Lieutenant Ramsay, yielding to a feeling of disappointment and vexation, writes that he never saw such a set of curs in all his experience at sea. In a hurried private note Lieutenant Commanding Waddell informs me that an engineer in whom great reliance was placed to influence the firemen to ship, and who professed such a strong desire to serve the Confederate States that he was willing even to run the blockade, belied all his promises, and actually did his best to dissuade the men in his department from remaining. You are of course aware that no overtures can be made to men in Great Britain, except in a few exceptional cases, and when a body of seamen are sent abroad it must be under some legitimate pretense, and their subsequent entry into the Confederate States service depends upon their humor, the solid inducements held out to them, and the tact with which the prospects of the cruise may be represented. An officer would find his hands greatly strengthened in every way by the presence of a reliable force of sufficient strength to give him physical possession of his ship, and which would render him independent of the caprices of the men to whom he is forced to appeal. It is not likely that a ship so suitable in every way for conversion into a cruiser as the *Sea King* will be found very shortly, and it would not be safe to attempt another adventure of the kind until the excitement growing out of the first has somewhat subsided. If another proper ship can be found, and arrangements can be made for arming her with reasonable prospect of success, I will not shrink from the undertaking; but I am impressed with the conviction that if the war continues until next summer a formidable naval expedition can be fitted out at a rendezvous where there will be no danger of interruption, and to which mechanics to assist in converting the ships can be sent without the fear of discovery. I shall have the honor to report in detail on this subject by Lieutenant R. R. Carter when he returns, and I shall request you to allow him to bring out a body of men and officers, the former to constitute a nucleus for the crews of the vessels and to afford safe possession of the property at the rendezvous. One or both of the large twin-screw steamers building for the Navy Department, and duplicate drawings of which I have already sent you, will be ready in time to form part of the expedition, and I have entered into an arrangement for the delivery to me, at a place to be hereafter designated, of a fine ship, to be temporarily designed as a passenger ship, but capable of being transformed at moderate expense into a vessel *quite* as formidable as the late steamship *Alabama*. I have agreed to pay an advance of £5,000 upon the cash value of the ship when delivered (nothing being paid if there is no delivery), or should the attitude of Great Britain toward ourselves be changed before her completion, or there should be a cessation of the war, I can take her at the cash

valuation by paying 5 per cent interest upon the installments which may be overdue. I deem myself fully justified under your general discretionary orders in making contracts of this kind, and I deem it my duty to prepare for the future without reference to any hopes or anticipations regarding the eventuality of peace. It is my purpose to have the guns and ammunition for all the ships prepared here and sent to the rendezvous, and if you will permit Lieutenant Carter to carry out the programme arranged between us here I can confidently predict success. As Lieutenant Carter will be fully informed upon all the details of the undertaking, and will be largely employed in carrying it out, I respectfully request that he may be assigned to the command of one of the ships, and that whatever may be the rank of the other officers sent out, he may have entire control of the ship conveying the men to the rendezvous. The officers might be ordered to join the ship for a passage abroad. I mention the above matters now that you may form an opinion and direct me accordingly; but caution and prudence are so essential to success that I shall leave details to be mentioned to you verbally by Lieutenant Carter. Lieutenant Commanding Waddell has sent a number of allotment tickets for officers and men of the *Shenandoah* to me, and as I have all the accounts of that ship, I think it better to pay the allotments from this office than to turn them over to Paymaster Senac, especially as the holders of the tickets are mostly in this neighborhood. Upon this point, however, I await your instructions.

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to Flag-Officer Barron, C. S. Navy, transmitting a report to the Confederate Secretary of the Navy of the cruise of that vessel from October 19, 1864 to January 25, 1865.

MELBOURNE, AUSTRALIA, *January 25, 1865.*

MY DEAR COMMODORE: I enclose a communication for the Secretary of the Navy, which will serve as a letter for you; please forward it at your convenience. I am getting along boldly and cheerfully. I shall get all the men I want.

We have heard of the reelection of Mr. Lincoln and capture of the *Florida*. My love to all the ladies.

Very respectfully, yours, etc.,

J. I. W[ADDELL].

[Flag-Officer SAML. BARRON, C. S. Navy.]

I anchored at 7 p. m. to-day. Our arrival has created quite an excitement.

[Enclosure.]

C. S. S. SHENANDOAH,
Melbourne, Australia, January [25], 1865.

SIR: I have the honor to announce my arrival in this harbor; also to report the work done by, and on the condition of, this vessel, under my command.

Before leaving my anchorage on the 19th of October, 1864, I considered it prudent and my duty to call a consultation of the officers upon the feebly manned condition of the ship. The sentiments expressed on that occasion justified my taking the sea, and the sequel sustains that decision as fully as the officers have redeemed their promises. The ship's company was then composed of twenty-two officers, of all grades, three firemen, one coal heaver, one engineer, storekeeper, and fourteen

others before the masts, from whom three were chosen temporary stewards to officers' messes and one a cook for all hands, leaving ten men for two watches, five in each. I found the engineer's department too feeble to work the engine all the time while the important changes of the ship were being done, and in consequence thereof I put the vessel under steam from 7 a. m. to sunset each day, and set the topsails at night, keeping fires banked. After this fashion we worked along for ten days, when, having mounted the guns, cleared the decks, and gotten the ammunition into a place of safety and ready for service, fell in with, captured, and destroyed the bark *Alina*, of Searsport, Me., from which prize eight men enrolled their names in our service. On the 5th November captured and destroyed the schooner *Charter Oak*, of Boston, and on the 7th of November captured and destroyed the bark *D. Godfrey*, of Boston. Six of her crew joined us. This addition to our force enabled me to carry more sail, and I ceased to steam, keeping fires banked. On the 9th [10th] of November captured and destroyed the brig *Susan*, of New York; three of her crew joined us. On the 12th of November captured and ransomed the ship *Kate Prince*, of Portsmouth, N. H., (having neutral cargo) for $40,000. On the same day captured and ransomed for $23,000 the bark *Adelaide*, of Baltimore. On the 13th of November captured and destroyed the schooner *Lizzie M. Stacey*, of Boston; four of her crew joined us. On the 5th [4th] of December captured and destroyed the bark *Edward* (whaler), of New Bedford. I removed a large quantity of stores from her. Her carpenter joined us—a man we much needed. On the 29th of December captured and destroyed the bark *Delphine*, of Searsport, Me., bound to Akyab for rice. Seven of her crew shipped.

I find the patent reefing topsails of this vessel enhanced her usefulness beyond expression; without them we should have been in more straightened circumstances. The officers shared with the crew the manual labor of the deck; they have done their duty, and where each put the shoulder to the wheel it would be invidious to draw comparison.

The *Shenandoah* passed the meridian of the Cape of Good Hope on the 16th of December, with a fine, cracking breeze, running off 10 knots per hour. On the 2d of January, 1865, came up with the island of St. Paul; reconnoitered it in an armed boat for American sealers.

The rough weather which the *Shenandoah* encountered in the Indian Ocean has tested her good sea quality. She is strong for her kind, fast, very spacious and well ventilated, capable of berthing 150 men comfortably. It is not in my power to alter the objectionable points in this ship; she was constructed for peaceful missions; her boilers are 18 inches and her cylinders 5 feet above water line. I have succeeded in getting the guns to battery, built an excellent magazine and quartered the crew—numbering fifty-one—on the berth deck.

I shall follow instructions furnished me, and when I have done all that which you have directed me to do I shall be better able to decide what ought to be done with the *Shenandoah*. I shall keep her afloat as long as she is, in my opinion, serviceable.

God has been very merciful and kind unto us, and in all of our danger and necessities stretched forth His right hand to help and defend us. I shall be detained here a few days, making some repairs and coaling, and will then proceed on my cruise. We are all well and cheerful, but anxious for an honorable settlement of our national difficulties.

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

'. S.—I anchored in the harbor of Port Phillip [Australia] this after-
n at 7 o'clock, and dispatched an officer with the enclosed communi-
ion, marked A, to which no reply has yet been returned; and in
sequence of the departure of the mail to-morrow, I shall not be able
communicate its contents until the next mail leaves Melbourne,
ich will be on the 10th of February.

[Subenclosure.]

C. S. S. SHENANDOAH,
Port Phillip [Australia], January 25, 1865.

IR: I have the honor to announce to your excellency the arrival of
C. S. S. *Shenandoah*, under my command, in Port Phillip this after-
n, and also to communicate that the steamer's machinery requires
airs and that I am in want of coal.

desire your excellency to grant permission that I may make the
essary repairs and supply of coal to enable me to get to sea as
ckly as possible.

desire also your excellency's permission to land my prisoners. I
ll observe the neutrality.

I have the honor to be, very respectfully, your obedient servant,
JAS. I. WADDELL,
Lieutenant, Commanding.

His Excellency Sir CHARLES H. DARLING, K. C. B.,
Capt. Gen. and Governor in Chief and Vice-Admiral, Melbourne.

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r from the commissioner of trade and customs, Melbourne, to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding repairs and supplies.

DEPARTMENT OF TRADE AND CUSTOMS,
Melbourne January 26, 1865.

IR: I am directed by his excellency Sir Charles Darling to acknowl-
e the receipt of your letter of the 25th instant, acquainting his
ellency with the arrival of the C. S. S. *Shenandoah*, under your com-
nd, in Port Phillip, and intimating that the machinery of the steamer
uires repairs, and that you are in want of coal.

n the communication under acknowledgment you request his excel-
cy to grant permission to make the necessary repairs and to obtain
upply of coal, and further, to be allowed to land your prisoners.

n reply, I have received the instructions of Sir C. Darling to state that
s willing to allow the necessary repairs to the *Shenandoah* and the
ling of the vessel at once proceeded with, and that the necessary
ections have been given accordingly.

am at the same time to furnish for your information the accompa-
ng extracts of orders issued by her Majesty's Government, and
blicly notified in the Government Gazette of this colony on the 17th
rch and 24th April, 1862, with respect to armed vessels, whether
onging to the United or Confederate States of North America, with
ch it is requisite for you to comply.

n conformity with the terms of the foregoing commands, I am to
uest *that you will be good* enough, at your earliest convenience, to

intimate to me, for the information of his excellency, the nature and extent of your requirements as regards repairs and supplies, in order that Sir C. Darling may be enabled to judge of the time which it may be necessary for the vessel under your command to remain in this port.

With reference to your request regarding certain prisoners, his excellency desires to be furnished with a list of the prisoners in question, and any other information affecting them which you may be able to afford.

I have the honor to be, sir, your most obedient servant,

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

The LIEUTENANT COMMANDING
C. S. STEAMER OF WAR SHENANDOAH,
Hobson's Bay.

[Enclosure.]

Extract from the notice published in Government Gazette of March 17, 1862, with reference to maintenance of neutrality.

In order to cause that neutrality to be effectually respected throughout the Queen's dominions, her Majesty has directed, in accordance with a long-established European practice, that no ship of war, privateer, or other armed vessel belonging to either of the belligerents which shall anchor in any British port shall be allowed to quit her anchorage within twenty-four hours after any vessel belonging to the adverse belligerent, whether armed or unarmed, shall have left the same port.

In order to give effect to her Majesty's orders, I am to desire that on the arrival of any such armed vessel in any port or roadstead within your Government you will notify this rule to her commander, and will inform him that in case he should infringe it his Government will be held responsible by that of Great Britain for violating the neutrality of British waters.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, Melbourne, regarding repairs to that vessel.

C. S. S. SHENANDOAH,
Hobson's Bay, January 28, 1865.

SIR: Upon the receipt of your communication of the 26th instant, in which permission was granted for the repairs necessary for the *Shenandoah* to be proceeded with, I sent for and engaged the services of Messrs. Langlands Brothers & Co. to examine the propeller and bearings under water and to undertake the repairs, which was agreed to by the firm, informing them of the importance of haste and importance to me their report would be, as his excellency desired to know the extent of injury done the vessel. I was promised a report, and have been asking for it each day, but none has been handed in yet. As I conceived an idea that their report would be more satisfactory than any I could write for his excellency's information, I have delayed, in accordance with the grace given me "at my earliest convenience," to intimate to you the extent of damages. Every arrangement has been made for lifting the propeller clear of the ship, and a diver has examined the bearings under water to-day. From what I have seen of the propeller shaft, and the verbal report of the diver on the bearings under water, I can state that the composition castings of the propeller shaft are entirely gone,

and the bearings under water in the same condition. So soon as Messrs. Langlands Brothers & Co. hand in their report I shall enclose it to his excellency. The other repairs are progressing rapidly. I fear the damages will prove more serious than I anticipated at first.

I have the honor to be, sir, very respectfully, your obedient servant,

JAS. I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable COMMISSIONER OF TRADE AND CUSTOMS.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding supplies and repairs for that vessel.

CUSTOM-HOUSE, MELBOURNE,
January 30, 1865.

SIR: I am directed by his excellency the governor to acknowledge the receipt of your letter of the 28th instant and of your memorandum of this day's date, endorsed on a letter addressed to you by Messrs. Langlands Brothers & Co., a copy of which letter, with your subjoined memorandum, is returned herewith, and to inform you it will be necessary that a list of the supplies required for the immediate use of your vessel, together with one of the prisoners, etc., as I suggested in my previous communication, should be sent in for the guidance of his excellency before 4 o'clock on the 31st instant.

I have it further in command to inform you that his excellency has appointed a board consisting of Mr. Payne, inspector and secretary of the steam navigation board; Mr. Elder, superintendent of the marine yard at this place, and Mr. Wilson, the Government marine engineer, to go on board the *Shenandoah* and to examine and report whether that vessel is now in a fit state to proceed to sea, or what repairs are necessary.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah.

[Enclosure.]

PORT PHILLIP FOUNDRY,
Melbourne, January 30, 1865.

SIR: At your request, we beg to report that it will be absolutely necessary to put the *Shenandoah* on the Government slip, as after inspection by the diver he reports that the lining of outer stern back is entirely gone and will have to be replaced.

As to the time required, as three days will elapse before she is slipped, we will not be able to accomplish the repairs within ten days from date.

Yours, etc.,

LANGLANDS BROTHERS & Co.

Captain WADDELL,
Confederate War Steamer Shenandoah.

JANUARY 30, 1865.

Respectfully submitted to the honorable the commissioner of trade and customs, with request that it may be returned.

JAS. I. WADDELL,
Lieutenant, Commanding.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, Melbourne, giving list of supplies needed.

C. S. S. SHENANDOAH, *January 30, 1865.*

SIR: In reply to your communication of this day's date, I have to state the immediate supplies required for the officers and crew under my command consist of fresh meat, vegetables, and bread daily, and that the sea supplies required will be brandy, rum, champagne, port, sherry, beer, porter, molasses, lime juice, and light material for summer wear, etc. In regard to a list of prisoners, I have to communicate that all those persons whom on the high seas I considered my prisoners (and of whom I wrote to his excellency the governor) left my ship without my knowledge, in shore boats, soon after my arrival in this port. In regard to the board which his excellency the governor has constituted for the examination of the *Shenandoah*, under my command, every facility will be extended to them.

Respectfully,

JAS. I. WADDELL.

The Honorable COMMISSIONER OF TRADE AND CUSTOMS.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, granting permission to ship needed supplies for that vessel.

DEPARTMENT OF TRADE AND CUSTOMS,
Melbourne, January 31, 1865.

SIR: By direction of his excellency the governor, I have the honor to acknowledge the receipt this morning of your letter of yesterday's date, stating the supplies required for the officers and crew of the vessel under your command and informing me that the prisoners alluded to in your previous communication have left the *Shenandoah* without your knowledge, in shore boats, soon after your arrival.

I am desired by Sir Charles Darling to state that permission is conceded for you to ship on board the *Shenandoah*, in such quantities as may be reasonably necessary, the provisions and supplies enumerated in your communication under reply. I would therefore request that your purser, authorized in that behalf, will communicate with the collector of customs as to quantities and detailed particulars.

I am again to renew my request to be furnished with a list giving the number of and particulars (as far as possible) with respect to the prisoners who were brought to this port in the *Shenandoah*; and I may add that although the number in this instance is understood to be small, yet action in this case may form a precedent for future guidance, should such a question again arise with perhaps a larger number of persons whom it may be desired to land in violation of municipal or other laws or regulations in force in this colony.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, regarding list of prisoners.

C. S. S. SHENANDOAH,
Hobson's Bay, February *1*, *1865.*

SIR: I have the honor to acknowledge receipt of your communication of yesterday's date, and in reply to that portion which has refer-

e to supplies, etc., directions have been given the paymaster of the *nandoah* in accordance with your views.

cheerfully furnish a list of those persons who were my prisoners on high seas, at your request, for future guidance, and at the same e inform you that a list was furnished Mr. MacFarlin, chief officer ıer Majesty's customs for Williamstown, as far back as the 25th or h ultimo, in official form. Particulars connected with the prisoners ught into Port Phillip are the following: They were captured serv- in the American bark *Delphine*, which vessel I destroyed, and after ching this port left this vessel of their own free will, without con- ing the "regulations enforced in this colony," unmolested, unas- ed, and not in any boat belonging to this vessel.

am extremely anxious to get the *Shenandoah* to sea; the procrasti- ion by the parties employed under his excellency the governor's per- sion for the necessary repairs to this ship seem to me unnecessary, l if I appeal to his excellency the governor for further instructions hose employed to hurry up the work on this ship, I hope his excel- cy the governor will see in it the spirit of a law-abiding man and atient to be about his country's business. Yesterday the commis- ı of officers appointed by his excellency the governor for examination his vessel came on board, but I was absent from the ship, not hav- been informed by his honor the commissioner of trade and customs he day set apart for that visit.

I have the honor to be, sir, respectfully, etc.,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

he Honorable COMMISSIONER OF TRADE AND CUSTOMS.

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r from the commissioner of trade and customs, Melbourne, to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding further repairs to that vessel.

DEPARTMENT OF TRADE AND CUSTOMS,
Melbourne, February 1, 1865.

IR:- I am directed by his excellency the governor to acquaint you t he has received a progress report from the board appointed to mine the *Shenandoah* and report whether that vessel is in a fit state roceed to sea, or what repairs are necessary. From the tenor of this munication it is evidently necessary that your ship should be placed he patent slip for further examination and repairs, and I presume will therefore proceed promptly with the necessary arrangements.

your information I may state that the slip termed the Govern- ıt patent slip in the communication to yourself from Messrs. Lang- ls Brothers & Co. is not in possession of or under the control of authorities. It was originally built by this Government, but for ıy years has been leased to various parties, and your arrangements ıt therefore be made with the present lessees.

y inadvertence you have omitted to enclose the list of prisoners to ch you make reference in your communication of this date.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, regarding board of examiners.

C. S. S. SHENANDOAH,
Hobson's Bay, February 1, 1865.

SIR: I have the honor to acknowledge receipt of your communication of this day's date, informing me of the character of the report made to his excellency the governor by the board of examiners; also your calling my attention to another list of prisoners which you desire.

I cheerfully furnish this the second list, and have the honor to be, sir, very respectfully, your obedient servant,

JAS. I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable the COMMISSIONER OF TRADE AND CUSTOMS.

Letter from the commissioner of police, Melbourne, to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding capture of prisoners.

POLICE DEPARTMENT, CHIEF COMMISSIONER'S OFFICE,
Melbourne, February 1, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of this day, requesting that the police will give assistance to your officers in arresting some of the crew of your ship who are on shore over their liberty.

In reply I beg to inform you that the law does not enable me to issue such instructions to the police.

I have the honor to be, sir, your most obedient servant.

RICH. C. STANDISH,
Chief Commissioner of Police.

Captain WADDELL,
C. S. S. Shenandoah.

Letter from the pier master, Melbourne, to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, transmitting telegrams.

PIER WILLIAMSTOWN, *February 7, 1865.*

SIR: I have just found two telegrams in my office which appear to have been slipped in after I left last evening. I enclose for your perusal. I am sorry the contents are such as they are, as you will observe they leave me no alternative.

Your most obedient servant,

JOHN M. BLACKBOURN,
Pier Master.

Captain WADDELL.

Please return telegrams.

[Enclosures.—Telegrams.]

MELBOURNE, *February 6, 1865.*

The executive council have decided that the Government shears can not be used by the captain of the *Shenandoah.*

Politely inform Captain Waddell accordingly.

J. G. FRANCIS.

Captain BLACKBOURN,
Pier Master.

Urgent.] SPENCER'S, *February 6, 1865.*

See Lieutenant Waddell, of the *Shenandoah*, and politely inform him that the Government can not grant him the use of the shears to lift his screw.

J. JEREMY.

Captain BLACKBOURN.

Letter from the commissioner of trade and customs, Melbourne, to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding time of departure of that vessel.

DEPARTMENT OF TRADE AND CUSTOMS,
Melbourne, February 7, 1865.

SIR: I am instructed by his excellency Sir Charles Darling to acquaint you that, as the ship under your command, the *Shenandoah*, has already been twelve days in our port with permission to lay in provisions or things necessary for the subsistence of her crew and to effect the necessary repairs, it is desired by his excellency that you should now name the day upon which you will be prepared to proceed to sea. And I am further directed to inform you that, after carefully considering the question of the position of Great Britain as strictly neutral in the present contest, the use of appliances the property of this Government can not be granted, nor any assistance rendered by it, directly or indirectly, toward effecting the repairs of the *Shenandoah*.

I have the honor to be, sir, your most obedient servant,

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah, Hobson's Bay.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, Melbourne, regarding time of departure of that vessel.

C. S. S. SHENANDOAH,
Hobson's Bay, February 7, 1865.

SIR: I have the honor to acknowledge receipt of your communication of this day's date, and in reply to information desired for his excellency the governor I have to write that I can not name a day for proceeding to sea with this ship until she is taken on the slip, where the injury can be perfectly ascertained and time estimated for its repair. The recent gales have prevented me from lightening the ship to the necessary draft preparatory to going on the slip, in which matter I have been guided by those who are in charge of the slip. I hope the weather will permit the engineer to take the *Shenandoah* on the slip to-morrow morning.

I have the honor to be, sir, very respectfully, your obedient servant,

JAS. I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable the COMMISSIONER OF TRADE AND CUSTOMS.

Appointment of P. F. Jones, esq., as agent of the Confederate States for Port Phillip.

C. S. S. SHENANDOAH,
Port Phillip, February 7, 1865.

SIR: You are hereby appointed agent for all vessels belonging to the Confederate States of North America, and you will facilitate, give

intelligence to, and aid all commanders of such vessels to the best of your abilities and to the interests of such States.

A commission of 5 per cent will be allowed you as compensation for all disbursements and purchases made by you on account of the Confederate States.

I am, sir, very respectfully, your obedient servant,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

P. FERGUSSON JONES, Esq.,
Agent of the Confederate States for Port Phillip.

Recommendation of P. F. Jones, esq., by Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, as Confederate agent at Port Phillip.

C. S. S. SHENANDOAH,
Port Phillip, February 7, 1865.

I am induced to confer the appointment of agent of the Confederate States upon P. Fergusson Jones, esq., in consequence of a long intimacy with him while an officer in the royal navy of Great Britain and as a slight token of my appreciation of the very valuable services rendered by him to the cause of the Confederacy since the arrival of the *Shenandoah* in this port, and I hereby recommend him to all commanders of vessels, either naval or mercantile, belonging to the Confederate States.

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

Confederate Agent PHILIP FERGUSSON JONES,
Williamstown, near Melbourne, Victoria, Australia.

Letter from P. F. Jones, esq., to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, accepting appointment as agent for the Confederate States.

WILLIAMSTOWN, PORT PHILLIP, VICTORIA, AUSTRALIA,
February 8, 1865.

SIR: I have much pleasure in accepting the appointment of agent for the Confederate States of North America, which you have so kindly bestowed upon me, and assure you that I will to the best of my abilities forward the interests of the Confederate States in every way which lies in my power.

I am, sir, very respectfully, your obedient servant,

PHILIP FERGUSSON JONES.

Lieutenant Commanding JAMES I. WADDELL, C. S. Navy,
Shenandoah.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, enquiring time of departure of that vessel.

DEPARTMENT OF TRADE AND CUSTOMS,
Melbourne, February 14, 1865.

SIR: Referring to my communication of the 7th instant, I am again directed by his excellency Sir Charles Darling to enquire whether you

are now in a position to state more definitely when the *Shenandoah* will be in a position to proceed to sea, and if so I shall feel obliged by your informing me accordingly.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS,
Commissioner of Trade and Customs.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah, Hobson's Bay.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, stating time of departure of that vessel.

C. S. S. SHENANDOAH, *February 14, 1865.*

SIR: I have the honor to acknowledge receipt of your communication of this day's date, and in reply have the pleasure to inform you for his excellency the governor's information that the superintendent of the slip and Messrs Langlands Brothers & Co. inform me that the *Shenandoah* will be ready for launching to-morrow morning (the 15th instant) at 4 o'clock, and I think without some unforeseen accident I shall proceed to sea in her by Sunday, the 19th instant. I have yet to take in all my stores, coals, and swing the ship.

Very respectfully, etc.,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable the COMMISSIONER OF TRADE AND CUSTOMS.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, regarding search for British subject on board that vessel.

CUSTOM-HOUSE, MELBOURNE,
February 14, 1865.

SIR: I am directed by his excellency the governor to state that it has been reported to the government that you have refused to allow the execution on board the *Shenandoah* of a warrant issued upon sworn information according to law, alleging that a British subject is on board that vessel who has entered the service of the Confederate States in violation of the British statute known as the foreign-enlistment act; that it is not consistent with the British law to accept any contrary declaration of facts, whatever respect be due to the person from whom it proceeds, as sufficient to justify the nonexecution of such warrant, and that moreover it is conceived that this Government has a right to expect that those who are receiving in our port the aid and assistance which they claim as a belligerent under the Queen's proclamation should not in any way oppose proceedings intended to enforce the maintenance of neutrality.

It will [illegible] parent to y[illegible] the execution of the warrant is necessary to enable [illegible] ment to bring to justice those upon [illegible] s issued if the statements in those [illegible] ay[illegible]

[illegible] o reconsid[illegible] ur determination, [illegible] u you, [illegible] are requested

to make with as little delay as possible, the permission granted you to repair and take supplies is suspended, and her Majesty's subjects have been duly warned accordingly.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah.

[Telegram.]

TUESDAY, [*February*] *14, 1865.*

I have to direct that you communicate with Mr. Chambers, the lessee of the patent slip, that the governor in council has given directions that he and all other British subjects in this colony at once desist from rendering any aid or assistance or perform any work in respect to the said classed Confederate ship *Shenandoah*, or in launching the same. You will at once proceed with the whole of the police at your disposal to the patent slip and prevent at all risks the launch of the said ship. Superintendent Lyttleton and fifty men, also fifty of the military, proceed at once to Williamstown, telegraphing anything that may occur direct to me

F. C. STANDISH,
Chief of Police.

Mr. BEAVER,
Assistant Superintendent of Police, Williamstown.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, protesting against the detention of that vessel in port.

C. S. S. SHENANDOAH, *February 14, 1865.*

SIR: I am in the receipt of your letter of this date, in which you inform me that you have been directed by his excellency the governor to state that it has been reported to the government that I have refused to allow the execution on board the *Shenandoah* of a warrant issued upon sworn information according to law, alleging that a British subject is on board this vessel who has entered the service of the Confederate States in violation of the British statute known as the foreign-enlistment act; that it is not consistent with British law to accept any contrary declaration of facts, whatever respect be due to the person from whom it proceeds, as sufficient to justify the nonexecution of such warrant; I am then "appealed to to reconsider my determination," and concludes by informing me that "pending a further intimation from me" the permission granted to repair and take supplies is suspended.

I have to inform his excellency the governor that the execution of the warrant was not refused, as no such person as the one therein specified was on board; but permission to search this ship was refused. According to all the laws of nations, the deck of a vessel of war is considered to represent the majesty of the country whose flag she flies, and she is free from all executions except for crimes actually committed on shore, when a demand must be made for the delivery of such person and the execution of the warrant performed by the police of the ship. Our shipping articles have been shown to the superintendent of police, all strangers have been sent out of the ship, and two commissioned officers

were ordered to search if any such have been left on board. They have reported to me that after making a thorough search they can find no person on board except those who entered this port as part of the complement of men.

I therefore, as commander of this ship, representing my Government in British waters, have to inform his excellency that there are no persons on board this ship except those whose names are on our shipping articles, and that no one has been enlisted in the service of the Confederate States since my arrival in this port, nor have I in any way violated the neutrality of the port.

And I, in the name of the Government of the Confederate States of America, hereby enter my solemn protest against any obstruction which may cause the detention of this ship in this port.

I have the honor to be, sir, your obedient servant,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

Hon. JAS. G. FRANCIS,
Commissioner of Trade and Customs, Melbourne.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the attorney-general, Melbourne, regarding limits of British territory.

C. S. S. SHENANDOAH,
Hobson's Bay, February 14, 1865.

SIR: Be pleased to inform me if the Crown claims the sea to be British waters 3 miles from the Port Phillip headlights or from a straight line drawn from Point Lonsdale and Cape Schanck.

Very respectfully, etc.,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable the ATTORNEY-GENERAL.

[Endorsement.]

NOTE.—A reply was given to this desired information on the 16th by a clerk and brought to me by a servant, which, when I discovered it, and not too late, I gave it to the bearer to return to the person who sent it.

[J. I. W.]

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, Melbourne, regarding measure to detain that vessel.

C. S. S. SHENANDOAH, *February 15, 1865.*

SIR: I am informed by the manager of the slip upon which the C. S. S. *Shenandoah* now rests that the slip has been seized by authority from his excellency the governor to prevent the launching of the C. S. S. *Shenandoah*, which of necessity is a seizure of the vessel under my command. I therefore respectfully beg to be informed if this seizure is known to his excellency the governor, and if it meets his approval.

Very respectfully, etc.,

JAMES I. WADDELL,
Lieutenant, Commanding, C. S. Navy.

The Honorable the COMMISSIONER OF TRADE AND CUSTOMS.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, granting permission for launching.

CUSTOM-HOUSE, MELBOURNE,
February 15, 1865.

SIR: In acknowledging your letters of yesterday's date, and also in reply to your communication of this morning, I am instructed by his excellency the governor to inform you that the lessee of the patent slip having reported that the safety of the ship *Shenandoah* may be endangered by her present position on the slip, the suspension of permission to British subjects to assist in launching the ship is withdrawn, while the further matters referred to in your letters are under consideration, and will be replied to with as little delay as possible.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS.

J. I. WADDELL, Esq.,
Lieutenant, Commanding C. S. S. Shenandoah.

Letter from the commissioner of trade and customs to Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, relative to an alleged infringement of the foreign-enlistment act.

CUSTOM-HOUSE, MELBOURNE,
February 15, 1865.

SIR: I am directed by his excellency the governor to further acknowledge your communications of the 14th and 15th instant, in which, alleging that the vessel under your command had been seized, you ask whether the seizure is known to his excellency the governor and if it meets his approval.

I am to inform you in reply that this government has not directed or authorized the seizure of the *Shenandoah.*

The instructions to the police were to see that none of her Majesty's subjects in this colony rendered any aid or assistance to, or performed any work in respect of your vessel during the period of the suspension of the permission which was granted to you to repair and take in supplies pending your reply to my letter of yesterday's date in regard to a British subject being on board your vessel and having entered the service of the Confederate States in violation of the British statute known as the foreign-enlistment act and of the instructions issued by the governor for the maintenance of neutrality by her Majesty's subjects.

In addition to evidence previously in possession of this government, it has been reported to the police that about 10 o'clock last night four men who had been in concealment on board the *Shenandoah* left the ship and were arrested immediately after so leaving by the water police.

It appears from the statements of these men that they were on board your vessel both on Monday and Tuesday, the 13th and 14th instant, when their presence was denied by the commanding officer in charge and by yourself subsequently, when you declared that there were "no persons on board this ship except those whose names are on our shipping articles." This assertion must necessarily have been made by you without having ascertained for yourself [by] a search that such men were not on board, while at the same time you refused permission to the officer charged with the execution of the warrant to carry it into effect.

Referring to that portion of your communication of the 14th instant in which you inform his excellency the governor "that the execution of the warrant was not refused, as no such person as the one therein

specified was on board," I am in a position to state that one of the four men previously alluded to is ascertained to be the person named in the warrant.

I am also to observe that while at the moment of the dispatch of your letter it may be true that these men were not on board the *Shenandoah*, it is beyond question that they were on board at the time it was indited, your letter having been dispatched at five minutes before 10 o'clock.

It thus appears plain, as a matter of fact, that the foreign-enlistment act was in course of being evaded.

Nevertheless, as the only person for whose arrest a warrant was issued has been secured, and as you are now in a position to say, as commanding officer of the ship and on behalf of your Government, whose faith is pledged by the assurance that there "are no persons on board this ship except those whose names are on our shipping articles, and that no one has been enlisted in the service of the Confederate States since my arrival in this port," his excellency the governor has been pleased to revoke the directions issued yesterday suspending permission to British subjects to aid and assist you in effecting the necessary repairs and taking in supplies.

I am to add it is expected you will exercise every dispatch so as to insure your departure by the day named in your first letter of yesterday, viz, Sunday next.

I have the honor to be, sir, your obedient servant,

JAS. G. FRANCIS.

J. I. WADDELL, Esq.,
Lieutenant, Commanding, C. S. S. Shenandoah.

Case of the Australian government versus the C. S. S. Shenandoah.

The Confederate war steamer the *Shenandoah* lately arrived in this port and obtained the permission of this government to execute certain necessary repairs. For the purposes of these repairs the ship was placed on the government patent slip at Williamstown, leased by Mr. Chambers, and Messrs. Langlands contracted to execute the repairs. Yesterday afternoon a police officer came on board the steamer with a magisterial warrant for the arrest of a man called "Charlie," accused of having broken the provisions of the foreign-enlistment act by entering the service of the Confederate States as a seaman on board the steamer. It is believed this warrant was obtained on an information sworn in the usual way.

The officer in charge of the ship informed the policeman that no such person as "Charlie" was on board, and that no seaman had been engaged in the port. The policeman then insisted on his right to search the ship for the offender, but this was refused on the ground that no right of search existed on the part of the government of this colony. The government thereupon sent a strong force of military and police to prevent any person from going to the ship or assisting to take her off the slip, and the following telegram was sent by Captain Standish to Mr. Beaver:

I have to direct that you communicate with Mr. Chambers, the lessee of the patent slip, that the governor in council has given directions that he and all other British subjects in this colony at once desist from rendering any aid or assistance or perform any work in respect to the said classed Confederate ship Shenandoah, or in launch*ing the same. You will* at once proceed with the whole of the police at your *disposal to the patent slip* and prevent at all risks the launch of the said ship.

As the vessel can not be taken off the slip without the assistance of the steam engine and machinery in the slip, this prohibition amounts to an actual detention of the ship.

The opinion of counsel is requested—

1. Whether the government of this colony have any right to search the *Shenandoah* for the alleged offender "Charlie."

2. Whether the detention of the *Shenandoah* in the slip as above stated amounts to a seizure of the vessel.

FEBRUARY 15, 1865.

1. I am of opinion that the government have not the power which they claim. A ship of war commissioned by a foreign government is exempt from the jurisdiction of the courts of other countries. (*Schooner Exchange*, 7 Cranch.)

2. I doubt whether it amounts to a seizure. It is, however, an unauthorized detention. Reliance is possibly placed on the foreign-enlistment [act], s[ection] 5, which, in my opinion, does not apply to ships of war. Indeed, the very next section shows that to be so by speaking of the master of any ship and awarding a punishment where there is a power to detain under the previous section.

THO. HOWARD FELLOWS,
36 Temple Court.

FEBRUARY 15, 1865.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the commissioner of trade and customs, Melbourne, announcing early departure of that vessel.

C. S. S. SHENANDOAH,
Hobson's Bay, February 16, 1865.

SIR: I am in receipt of your communication of yesterday's date, and desire to convey through you to his excellency the governor my appreciation and thanks for his observance of the rights of belligerents, and further to assure his excellency the governor that every dispatch is being made by me to get the *Shenandoah* to sea at the earliest possible moment.

The four men alluded to in your communication are no part of this vessel's complement of men; they were detected on board by the ship's police after all strangers were reported out of the vessel, and they were ordered and seen out of the vessel by the ship's police immediately on their discovery, which was after my letter had been dispatched, informing his excellency the governor that there were no such persons on board. Those men were here without my knowledge, and I have no doubt can be very properly called stowaways, and such they could have remained but for the vigilance of the ship's police, inasmuch as they were detected after the third search. But in no way can I be accused, in truth, of being cognizant of an evasion of the foreign-enlistment act.

In conclusion, sir, allow me to inform you that I consider the tone of your letter remarkably disrespectful and insulting to the Government I have the honor to represent, and that I shall take an early opportunity of forwarding it to the Richmond Government.

I have the honor to be, sir, very respectfully, your obedient servant,

JAS. I. WADDELL,
Lieutenant, *Commanding, C. S. Navy.*

The Honorable the COMMISSIONER OF TRADE AND CUSTOMS.

Order of Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to Lieutenant Whittle, C. S. Navy, regarding appropriation of prize property.

C. S. S. SHENANDOAH,
At Sea, May 29, 1865.

SIR: Private appropriation of prize property is prohibited. All articles sent from prizes to the ship must be sent to you, to be transferred to the paymaster's department. You will be pleased to call the attention of the officers to this order, and require a rigid adherence to it. Any violation of it coming under your observation must be brought to my knowledge.

Respectfully, etc.,

JAMES I. WADDELL.

Lieutenant W. C. WHITTLE, C. S. Navy,
Executive Officer.

Letter from Commander Bulloch, C. S. Navy, to the Hon. J. M. Mason, relative to instructions for Lieutenant Waddell.

RUMFORD COURT, LIVERPOOL,
June 14, 1865.

DEAR SIR: I am in receipt of your letter* of yesterday in reference to the *Shenandoah*, and as I desire to converse with you upon other matters of interest and importance, I propose to go to Leamington to-morrow afternoon, and I therefore postpone for the present such remarks as occur to me. I will bring with me a draft of the instructions I should propose to send to Lieutenant Commanding Waddell, which can be modified as may be deemed advisable.

I am, respectfully and truly, yours,

JAMES D. BULLOCH.

Hon. J. M. MASON.

P. S.—At Leamington I will also reply verbally to your letter* of the 9th instant and will return you the enclosures contained in that letter, copies of which I have preserved.

J. D. B.

The enclosures referred to—i. e., letters from Mr. Slidell and Mr. Mann to you—I herewith enclose.

J. D. B.

Letter from Commander Bulloch, C. S. Navy, to the Hon. J. M. Mason, enclosing proposed letter of instructions to the commanding officer of the C. S. S. Shenandoah.

RUMFORD COURT, LIVERPOOL,
June 19, 1865.

MY DEAR SIR: According to promise, I send you herewith copies of Captain Page's letter† to me on the subject of the *Stonewall*, and his official letter to the captain-general of Cuba.

I also enclose draft of the letter I propose to send Waddell, of the *Shenandoah*. If the latter meets your approval in its present shape, please send it back and I will have it rewritten and returned; and if

*Not found.

† See p. 747.

you think it should be modified or altered in any way, please make a note of the alterations you advise to be made. I propose to send one letter to Nagasaki, Japan, the second to Shanghai, and a third to the Sandwich Islands, with the request that the British consuls at those points should do all in their power to forward them to Waddell.

In haste, I am, respectfully and truly, yours,

JAMES D. BULLOCH.

Hon. JAMES M. MASON.

[Enclosure.]

LIVERPOOL, *June 19, 1865.*

SIR: On the 9th day of April last General Lee was forced to evacuate the lines of Petersburg and Richmond after three days of continuous and sanguinary battle, and on the 10th of the same month, being surrounded by overwhelming numbers, he surrendered the remnant of his army to General Grant, only, however, when its last ration had been consumed and its military supplies were entirely exhausted. This event has been followed consecutively by the surrender of Generals Johnston and Taylor, commanding all the Confederate States troops east of the Mississippi, and of General Kirby Smith, the commander in chief of the Transmississippi Department.

President Davis, Vice-President Stephens, and several members of the Confederate Cabinet have been arrested and are now held as close prisoners by the U. S. Government.

President Johnson has formally declared the war to be at an end, and has removed all restrictions upon foreign commerce by reopening the Southern ports to general trade. Furthermore, the principal European powers have withdrawn the recognition of belligerent rights accorded by them to the Confederate States in 1861, and have forbidden the entry of vessels bearing the Confederate States flag into their ports for any purpose of repair or supply.

I have discussed the above circumstances fully with Hon. James M. Mason, the diplomatic representative of the Confederate States in England, and in accordance with his opinion and advice I hereby direct you to desist from any further destruction of United States property upon the high seas and from all offensive operations against the citizens of that country.

Ignorance of the present condition of the *Shenandoah* and of the point at which this letter may reach you renders it impossible to give specific instructions in regard to the disposal of the ship, but you can refer to a letter in your possession, dated October, 1864, for advice on that point. Your first duty will be to take care of the personnel of your command and to pay off and discharge the crew, with due regard to their safety and the facilities for returning to their respective homes.

The orders issued by the maritime powers with regard to the treatment of Confederate States ships hereafter indicate that you would be allowed to enter any port for the bona fide purpose of disarming and dismantling the *Shenandoah*, and that under such circumstances you would enjoy the protection of the laws, so far, at least, as the individual safety of yourself and the officers and men of your command are concerned.

If you have sufficient money to pay off your crew in full, direct the paymaster to take receipts from each man which shall expressly waive all further claim against yourself or any representative of the Confederate States on account of pay or other emolument. If you have not

money enough to pay off in full, and can not negotiate a bill on England, pay to the extent of your funds and give each man an order on yourself, payable at Liverpool, for the balance due him, and come here to settle your accounts.

The terms of a proclamation lately issued by the President of the United States are such as to exclude most of the officers of your command from the privilege of returning at once to their original homes, and I would advise all of you to come to Europe, or to await elsewhere the further development of events in the United States before venturing to go to any part of that country or the Confederate States.

Circumstances you will readily understand, and the force of which you will appreciate, compel me to be brief and general in these instructions, and you will therefore exercise your discretion in arranging all details. I shall remain in Liverpool for an indefinite time, and you can communicate with me at my usual address.

I am, respectfully, your obedient servant,

JAMES D. BULLOCH.

Lieutenant Commanding JAMES I. WADDELL,
C. S. S. Shenandoah.

Letter from the Hon. J. M. Mason to the British secretary for foreign affairs, seeking aid of British consuls in communicating with the C. S. S. Shenandoah.

28 GROVE STREET, LEAMINGTON,
June 20, 1865.

MY LORD: It being considered important and right in the present condition of the Confederate States of America to arrest further hostile proceedings at sea in the war against the United States, those having authority to do so in Europe desire as speedily as practicable to communicate with the *Shenandoah*, the only remaining Confederate ship in commission, in order to terminate her cruise.

Having no means of doing this in the distant seas where that ship is presumed now to be, I venture to enquire of your lordship whether it will be agreeable to the Government of her Majesty to allow this to be done through the English consuls at ports where the ship may be expected.

I have the honor to enclose herewith a copy of the order* it is proposed to transmit, and will be obliged if your lordship will cause me to be informed whether, upon sending such orders unsealed to the foreign office, they can be sent through the proper channels to the consuls or other representatives of her Majesty at the points indicated, to be by them transmitted when opportunity admits to the officer in command of the *Shenandoah*. Those points are Nagasaki (Japan), Shanghai, and the Sandwich Islands.

I trust that your lordship will, from the exigency of the occasion, pardon the liberty I have ventured to take, and will oblige me by having the enclosed copy returned to me.

I have the honor to be, your lordship's very obedient servant,

J. M. MASON.

The Right Honorable the EARL RUSSELL,
Her Majesty's Secretary of State for Foreign Affairs.

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*See p. 776.

Letter from the British secretary of state for foreign affairs to the Hon. J. M. Mason granting permission to forward communications through British consuls.

FOREIGN OFFICE, *June 22, 1865.*

SIR: I am directed by Earl Russell to acknowledge the receipt of your letter of the 20th instant, enclosing a copy of a letter* which you are desirous of having forwarded to the commander of the *Shenandoah* through her Majesty's representatives and consuls at the Sandwich Islands, Nagasaki, and Shanghai, and I am to state to you in reply that his lordship has no objection to sending this letter to the places mentioned and also to her Majesty's colonial and naval authorities, it being always distinctly understood that the *Shenandoah* will be dealt with in the courts if claimed according to law.

The enclosure in your letter is returned herewith, as requested.

I am, sir, your most obedient, humble servant,

E. HAMMOND.

J. M. MASON, Esq.,
28 Grove Street, Leamington [England].

Letter from the Hon. J. M. Mason to the British secretary of state for foreign affairs, forwarding documents to be transmitted to the commanding officer of the C. S. S. Shenandoah.

LEAMINGTON [ENGLAND], *June 26, 1865.*

MY LORD: Pursuant to the permission given in the letter of Mr. Hammond of the 22d instant, I have the honor to enclose herewith the orders* mentioned in my late letter to the officer commanding the *Shenandoah*, and which Mr. Hammond informed me should be transmitted to their destination, at my request, through the proper representatives of her Majesty's Government.

In regard to the closing paragraph of Mr. Hammond's letter, that the *Shenandoah* "will be dealt with in the courts if claimed according to law," of course it will follow that, being divested by the order of Captain Bulloch of her flag and nationalty, she must be submitted to the laws of the country where she may arrive. I will be obliged if your lordship will direct the letters to be sealed before they are transmitted.

I have the honor to be, your lordship's very obedient servant,

[J. M. MASON.]

The Right Honorable the EARL RUSSELL,
Her Majesty's Secretary of State for Foreign Affairs.

Letter from the British secretary of state for foreign affairs to the Hon. J. M. Mason acknowledging receipt of documents for transmission.

FOREIGN OFFICE, *June 29, 1865.*

SIR: I am directed by Earl Russell to acknowledge the receipt of your letter of the 26th instant, and I am to state to you that the letters therein enclosed, addressed to the commander of the *Shenandoah*, shall be forwarded to Shanghai, Nagasaki, and the Sandwich Islands by the first opportunity.

I am, sir, your most obedient, humble servant,

E. HAMMOND.

J. M. MASON, Esq.,
28 Grove Street, Leamington.

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* See p. 776.

Mr. Cardwell's circular to all British colonial authorities.

DOWNING STREET, *July 12, 1865.*

SIR: I have the honor to transmit to you a copy of a letter* to the commander of the cruiser *Shenandoah*. I also enclose a copy of a letter in which Mr. Mason requested Earl Russell's permission to forward the above-mentioned communication to the care of the British authorities at any place where the *Shenandoah* was likely to call, together with the copy of the answer returned to Mr. Mason by Earl Russell's direction.

If the *Shenandoah* should happen to appear within the limits of your government, you will communicate to her commander a copy of the enclosed papers. A spare copy is sent to you for the purpose.

I have the honor, etc.

EDWARD CARDWELL.

Petition of six officers of C. S. S. Shenandoah to the commanding officer of that vessel, desiring, in view of a cessation of hostilities, to be landed at the nearest port.

STEAMSHIP SHENANDOAH,
At Sea, September 28, 1865.

SIR: In consideration of the present unparalleled state of affairs, we have taken the liberty of respectfully laying this communication before you, to convey to yourself the anxiety and regret with which we regard the prospect of a passage in this ship, under the altered circumstances in which she is placed, to a country so distant as England. We desire before proceeding further to remind you that it is only this very alteration of our condition which has influenced us in forming these our opinions. So long as we had a country and Government to support and sustain it was done cheerfully and with alacrity; so long as there was an object to be gained that object was sought for by none more eagerly than ourselves; so long even as this ship herself was engaged in cruising none cooperated with her more zealously than ourselves. Now, we respectfully submit, all these motives for exertion are gone. Our country and Government have by the sad fortunes of war ceased to exist; our cruise, as such, has long since come to a conclusion; our battery and small arms struck below; we are entirely without means of defense—in point of fact, without even the right to defend ourselves if attacked—and are consequently at the mercy of any passing cruiser. Under these circumstances, an idea that it would be for the best interests of all parties concerned to land us at the nearest and most convenient port, and thus relieve us from our anomalous position, has forced itself upon us with such force and convincing power that we have deemed it a duty to ourselves as being parties interested to the last degree in this question to lay before you, not for your guidance, but for your impartial consideration, the reasons which have appeared to us so cogent.

We regard with a proper horror any prospect of capture or imprisonment at this late day, with no Government where would be any show of authority sufficiently great to secure for us any of the amenities usually granted to prisoners of war. It is a well-known fact that during the war, and with threats of retaliation sounding in their ears, the United States authorities frequently, almost generally, treated our prisoners

* See p. 776.

with great rigor and severity. How much more will such be the case now that the war has concluded in the manner that it has! Our risks of capture in going from our present position to Cape Town would be comparatively small. At best we would have to run the gantlet some 2,000 miles, whereas in going to England we would be exposed and the risks certainly doubled for about three times that distance. This appears so clear and to us so forcible it were needless to dwell upon it. Next, we respectfully urge that if the welfare of officers and men is to be consulted, no more certain manner of ascertaining what would be the general welfare or the good of the whole can be found than to take each individual wish or desire and by combining them to sum up and find the aggregate. In a matter so entirely personal as the welfare of either officers or men we respectfully submit that the person himself is the best judge of what is most to his individual advantage, and a sufficient number of individual advantages will compose the general advantage of the ship. As to the disposition of the ship herself, that is a subject entirely distinct, and one with which we are far less concerned, from the fact that we consider it out of our province; but where our persons are concerned, when capture and imprisonment are a possible alternative to their passage to England, then we are indeed nearly concerned, and deem it a duty we owe to ourselves and to those belonging to or dependent on us at least to bring to your notice these our ideas and opinions as to our individual interests and advantage, and to request your consideration thereof. What do we gain by proceeding with this ship to England that we would not gain by proceeding there in some neutral vessel from a neutral port? What do we avoid by going to Cape Town with this ship? All risks of capture, be they great or small. In a word, we have, in our humble judgment, everything to gain by the latter course, and nothing to lose, and just the contrary by the former. We leave entirely to yourself all questions as to the condition and ability of the ship herself to accomplish the voyage and contend against the terrible weather we must expect in the North Atlantic and off the English coast. We see that she is already quite light, and would, if chased by a United States cruiser, hardly be able to carry on the requisite amount of canvas to enable us to escape, etc. Still, we leave all that with perfect confidence entirely to your judgment.

In conclusion, we feel sure that you will do us the justice to attribute this letter to its proper motive, viz, a sense of duty, and not an intention of casting any disrespect upon yourself. We distinctly disclaim any intention or desire to trammel your judgment or interfere with your functions.

We have the honor to be, very respectfully, your obedient servants,

F. T. CHEW.
IRVINE S. BULLOCH.
CHAS. E. LINING.
MATTHEW O'BRIEN.
W. BREEDLOVE SMITH.
O. A. BROWNE.

Captain J. I. WADDELL,
Steamship Shenandoah.

Petition of ten officers of the C. S. S. Shenandoah to the commanding officer of that vessel, desiring, in view of the cessation of hostilities, to be landed at the nearest port.

STEAMSHIP SHENANDOAH,
At Sea, September 28, 1865.

SIR: We the undersigned, officers of the steamship *Shenandoah*, under your command, most respectfully submit this letter for your consideration, and trust that it may be met in the same spirit which dictates it.

The ship has now arrived at a position where we feel the urgent necessity of impressing you with our feelings as to the destination. On a previous occasion you declared your intention of proceeding to the nearest English port. We are now near one, viz, Cape Town, which for many reasons holds out more inducements than any other port to make us wish to be taken there.

It is right that we should here state our reasons for preferring this port to the chances of proceeding to Europe. Cape Town is a harbor of constant resort by the homeward-bound Indiamen, and other means of prosecuting our journey to Europe are afforded by the mail steamers and the Calcutta steamers. From the universal sympathy that has always been shown to all engaged in our cause during the late war, we entertain no doubt that passages would be allowed or offered us in these vessels, and even were the reverse the case, we could always work our passages in the aforesaid ships.

Again, Cape Town is now so near that the passage there would only occupy ten or fourteen days, whereas to go to England would take fully forty days at the least. Our chances of capture are also lessened, for even were an American ship of war lying in port the English authorities would never give up our persons, whatever they might do with the ship.

Now, on the other hand, proceeding through the North Atlantic we run two risks, both of them very grave indeed in their nature. The first is capture, and as this ship has gained for herself great notoriety, we may very readily conclude that ships are already on the lookout for us on the usual route, and no other one can we adopt in consequence of the scarcity of our fuel.

We can not reasonably expect any good treatment if we fall into the hands of [the] U. S. Government. Their treatment of prisoners already has sufficiently shown how we will be dealt with, and as there are several paroled prisoners on board it will go doubly hard with them.

The next risk lies in the state of the ship herself. She is already so light that even the small quantity of fuel consumed during the last few days in condensing has made a most perceptible difference in her stability. Now, to enable us to shorten our voyage or avoid capture by taking an unusual route, recourse must be had to steam, thereby placing the ship in a most dangerous condition, which can not be remedied, and which will render the ship totally unfit and unable to contend with the furious weather that constantly prevails on the British coasts from November to April. Here the lives of all on board will be placed in more jeopardy than their liberties, and we entreat you to seriously weigh over these considerations.

In conclusion, we would request that should you determine not to enter either of the harbors at the cape you would give us an opportu-

nity of landing at some one of the bays to the northward, which we would infinitely prefer to the chances of capture or shipwreck.

We have the honor to remain, sir, your most obedient servants,

WM. H. CODD.
JOHN HUTCHINSON.
ERNEST MUGGUFFENEY.
J. F. MINOR.
LODGE COLTON.
THOS. S. MANNING.
J. C. BLACKER.
HENRY ALCOTT.
G. P. CANNING.
J. C. LYNCH.

JAMES I. WADDELL,
Lieutenant, Commanding.

Letter signed by five of the officers of the C. S. S. Shenandoah to the commanding officer of that vessel, expressing approval of his course.

C. S. S. SHENANDOAH,
At Sea, September 29, 1865.

SIR: It was not our original intention to address you on the subject of the future destination of the *Shenandoah*, but since you have received two communications, signed by most of the officers of the ship, expressing views and opinions in direct opposition to those entertained by yourself, viz, your intention to take the ship to some port in England or France, it will be a source of gratification for us to know that in connection with those documents you have also this one, which expresses our unqualified approbation of the course you have determined upon.

Be the fortunes of war and shipwreck in our passage (which appears to excite so much uneasiness in some) what they may, we consider either England or France the only proper destination for the *Shenandoah*.

Very respectfully, etc.,

JNO. GRIMBALL,
First Lieutenant, C. S. Navy.
S. SMITH LEE, Jr.,
First Lieutenant, C. S. Navy.
D. M. SCALES,
Second Lieutenant, C. S. Navy.
FRED. J. MCNULTY,
Acting Assistant Surgeon, C. S. Navy.
J. T. MASON,
Midshipman, C. S. Navy.

Lieutenant Commanding J. I. WADDELL, C. S. Navy.

Statement of the petty officers and men of the C. S. S. Shenandoah, expressing entire confidence in their commanding officer, Lieutenant Waddell, C. S. Navy.

SIR: We, the undersigned, petty officers and men of the C. S. S. *Shenandoah*, take the liberty of writing this petition in consequence of a certain paper, purporting to be the petition of the crew, having been formerly laid before you. Sir, in complete denial of this paper and its object, and of petitioning you on such a subject whatsoever, and to

show our complete reliance and trust in whatever it should please you to do under any circumstances is the earnest and sincere feeling which has caused us to lay this before you.

Trusting our intention will be our excuse, we remain, sir, your most humble servants,

CHARLES H. MORTON.	LEWIS WIGGINS.
LAURENCE KEARNEY.	JAS. BROSNAN.
WILLIAM SIMPSON.	THOS. HALL.
GEORGE FLOOD.	JOHN SPRING.
HENRY SUTHERLAND.	J. A. PARK.
JAMES STRACHAN.	JOHN W. JONES.
T. JOHN A. KELLEY.	ROBERT DUNNING.
WILLIAM CLARK.	JOHN DAVEY.
JAMES CARR.	WILLIAM WEST.
ALFRED SEAMAN.	THOMAS STRONG.
JAMES MCLANE.	WILLIAM SMITH.
ALEX. PATTERSON.	CHARLES COBBY.
WILLIAM BRICE.	DAVID ALEXANDER.
WILLIAM BURNETT.	H. FOX.
H. CANNING.	MICHAEL MORAN.
J. GRIMES.	PETER RAYMOND.
JAMES KILGONER.	ANDREW BACHMAN.
M. MURRAY.	JOHN GRIFFITHS.
EMMANUEL SYLVIA.	A. WM. BOIT.
WILLIAM CRAWFORD	LOUIS ROWE.
WILLIAM J. JONES.	JACOB HANSOM.
JOHN HILL.	CHARLES HOPKINS.
ROBT. BROWN.	I. CLOWERY.
JOHN COLLINS.	GEORGE POULSON.
JAS. MARLOW.	THOMAS FAUN.
WM. FENNER.	J. A. EXSHAW.
JOHN MOSS.	ALEX. GIBBONS.
WALTER WAY.	JAS. CALIFORNIA.
JAMES ORE.	JOE.
DUKE SIMMS.	JNO. BOY.
JNO. WILLIAMS.	JNO. MAHONEY.
THOS. BARRY.	LONG JOE.
JNO. BLUCKING.	CHAS. SAILOR.
WM. WARREN.	JNO. BROWN.
JOSH. STEVENS.	EDWD. WEEKS.
JAS. FRENCH.	

JAMES I. WADDELL,
Lieutenant, Commanding C. S. S. Shenandoah.

Letter from Lieutenant Waddell, C. S. Navy, commanding C. S. S. Shenandoah, to the British secretary of state for foreign affairs, surrendering his vessel to the British Government for the United States.

SHENANDOAH, *November 6, 1865.*

MY LORD: I have the honor to announce to your lordship my arrival in the waters of the Mersey with this vessel, lately a ship of war, under my command, belonging to the Confederate States of America.

The singular position in which I find myself placed and the absence of all precedents on the subject will, I trust, induce your lordship to pardon a hasty reference to a few facts connected with the cruise lately made *by this ship.*

I commissioned the ship in October, 1864, under orders from the naval department of the Confederate States, and in pursuance of the same commenced actively cruising against the enemy's commerce. My orders directed me to visit certain seas in preference to others. In obedience thereto I found myself in May, June, and July of this year in the Okhotsk Sea and Arctic Ocean. Both places, if not quite isolated, are still so far removed from the ordinary channels of commerce that months would elapse before any news could reach there as to the progress or termination of the American war. In consequence of this awkward circumstance I was engaged in the Arctic Ocean in acts of war as late as the 28th day of June, in ignorance of the serious reverses sustained by our arms in the field and the obliteration of the Government under whose authority I have been acting.

This intelligence I received for the first time on communicating at sea, on the 2d of August, with the British bark *Barracouta*, of Liverpool, fourteen days from San Francisco. Your lordship can imagine my surprise at the receipt of such intelligence, and I would have given to it little consideration if an Englishman's opinion did not confirm the war news, though from an enemy's port. I desisted instantly from further acts of war, and determined to suspend further action until I had communicated with a European port, where I would learn if that intelligence were true. It would not have been intelligent in me to convey this vessel to an American port for surrender simply because the master of the *Barracouta* had said the war was ended. I was in an embarrassing position; I diligently examined all the law writers at my command, searching a precedent for my guidance in the future control, management, and final disposal of the vessel. I could find none. History is, I believe, without a parallel.

Finding the authority questionable under which I considered this vessel a ship of war, I immediately discontinued cruising, and shaped my course for the Atlantic Ocean.

As to the ship's disposal, I do not consider that I have any right to destroy her or any further right to command her. On the contrary, I think that as all the property of Government has reverted by the fortune of war to the Government of the United States of North America, therefore this vessel, inasmuch as it was the property of the Confederate States, should accompany the other property already reverted. I therefore sought this port as a suitable one wherein to "learn the news," and, if I am without a Government, to surrender the ship with her battery, small arms, machinery, stores, tackle, and apparel, complete, to her Majesty's Government for such disposition as in its wisdom should be deemed proper.

I have, etc.,

JAMES I. WADDELL.

[EARL RUSSELL.]

Receipt of H. Lloyd Co.

SHENANDOAH,
Liverpool, November 8, 1865.

Received of Captain James I. Waddell a bag said to contain $820.38, consisting of mixed gold and silver, as per papers annexed to the bag.

H. LLOYD CO.

Witness to delivery:
ROBERT W. WARWICK,
Paymaster, H. M. S. Donegal.

Abstract log of C. S. S. Shenandoah, Lieutenant Commanding J. I. Waddell, C. S. Navy, commanding, October 20, 1864–November 5, 1865.

List of officers of the C. S. S. Shenandoah.

James I. Waddell, lieutenant, commanding, C. S. Navy.
William C. Whittle, jr., first lieutenant and executive officer, C. S. Navy.
John Grimball, first lieutenant, C. S. Navy.
S. Smith Lee, jr., first lieutenant, C. S. Navy.
F. T. Chew, first lieutenant, C. S. Navy.
D. M. Scales, second lieutenant, C. S. Navy.
Irvine S. Bulloch, acting master, C. S. Navy.
Charles E. Lining, passed assistant surgeon, C. S. Navy.
W. B. Smith, acting assistant paymaster, C. S. Navy.
Matthew O'Brien, acting chief engineer, C. S. Navy.
F. J. McNulty, acting assistant surgeon, C. S. Navy.
O. A. Browne, acting passed midshipman, C. S. Navy.
J. T. Mason, acting passed midshipman, C. S. Navy.
W. H. Codd, acting first assistant engineer, C. S. Navy.
John Hutchinson, acting second assistant engineer, C. S. Navy.
Ernest Mugguffeney, acting third assistant engineer, C. S. Navy.
J. F. Minor, acting master's mate, C. S. Navy.
C. E. Hunt, acting master's mate, C. S. Navy.
Lodge Colton, acting master's mate, C. S. Navy.
George Harwood, acting boatswain, C. S. Navy.
John L. Guy, acting gunner, C. S. Navy.
Henry Alcott, acting sailmaker, C. S. Navy.
John O'Shea (resigned), acting carpenter, C. S. Navy.
John Lynch, acting second carpenter, C. S. Navy.
Thomas S. Manning, acting master's mate, C. S. Navy.
J. C. Blacker, captain's clerk, C. S. Navy.

October 20, 1864.*—Having received everything from steamer *Laurel*, put ship in commission as C. S. S. *Shenandoah* and shipped twenty-three men as petty officers, seamen, firemen, etc. Weighed anchor at 2 p. m. and at 6 parted company with the *Laurel;* 6:15, stood under steam to the southwestward.

October 21.—Latitude 31° 17′ 40″ N., longitude 17° 53′ W. From 4 to 8 a. m.: 5:30, got up steam and took in all sail. From 8 to meridian: All hands engaged in putting ship in order.

October 22.—From 8 to meridian: Mounted two 8-inch guns and one rifle, 32-pounder; Palma Islands bore at 3:30 p. m. S. by W. ½ W., 60 miles; mounted two 8-inch guns.

October 28.—At 1 p. m., got up steam and stood in chase of a ship; boarded her at 4. She proved to be an American-built ship, owned by British owners, named *Mogul*, of London.

October 30.—From meridian to 4 p. m.: Latitude 16° 47′ N., longitude 26° 43′ W.; in chase of a bark which, at 1 p. m., hoisted United States colors, when we hove her to by firing a blank cartridge and sent a boat on board, making a prize of her, she proving to be the bark *Alina*, of Searsport, from Newport (Wales) to Buenos Ayres with railroad iron; engaged transferring prisoners, their luggage and stores, from prize remainder of watch. From 4 to 6 p. m.: Having received everything from prize, at 4:15 scuttled her, and at 4:45 she went down; at 5 filled away on our course. From 6 to 8 p. m.: Prisoners were secured in the forecastle; officers of prize, on parole, were put in different messes and allowed their liberty.

October 31.—From 8 to meridian: Shipped five men of the prize bark *Alina's* crew as seamen and one as coal passer.

November 1.—In chase of a large ship; chase showed British colors, when we let steam go down and wore round to the southward.

*October 19, civil time.

November 2.—Estimated value of the bark *Alina* and cargo—vessel $50,000 and cargo $45,000.

November 3.—Released prisoners from irons, as they were paroled.

November 6.—At 5:55 a. m. started fires and stood in chase of a schooner. At 7:45 fired a gun, hove chase to, and sent a boat on board. From 8 to meridian: Chase proved to be the U. S. schooner *Charter Oak*, from Boston to San Francisco with general cargo; made a prize of her and engaged the rest of the watch in sending off her stores, etc., to our ship; received from her as prisoners her captain, two mates, four men, two ladies, and one boy; latitude 7° 35′ N., longitude 27 ° 49′ W. At 3 p. m., having finished with prize, set her on fire.

November 7.—From 4 to 8 a. m.: The mates of the two prizes, refusing to do their work, were confined in irons in the topgallant forecastle and their parole withdrawn; transferred other prisoners of war to the berth deck.

November 8.—From 4 to 8 a. m.: Made a sail on lee beam at 7, and made all possible sail in chase. From 8 to meridian: Cut away after part of forward house, rove new main braces, and got one gun run out in position; in chase of a bark. At 1 p. m. started engine and gave chase to a bark. At 2:20 she hoisted the United States flag; fired a blank cartridge, hove her to, and sent a boat on board. From 4 to 6: Chase proved to be the *D. Godfrey*, of and from Boston to Valparaiso, general cargo; made a prize of her; latitude 6° 28′ 35″ N., longitude 27° 6′ W. (at noon). From 6 to 8 p. m.: Having received everything necessary from prize, and her officers and men (ten all told), at 6 set her on fire and went ahead on our course, letting steam go down and making sail to topgallant sails. Shipped five men from *D. Godfrey* as seamen and one as landsman. Shipped one man from *Alina* as landsman.

November 8.—Reeving new braces and getting guns in position.

This log has been kept in sea time; hereafter, by order, it will be kept in civil time.*

November 9.—At 5:20 a. m. lowered screw and started engines; stood down toward Danish brig *Anna Jane;* spoke her and put on board the captains, mates, and two men from prize barks *Alina* and *Godfrey.* At 8:15 steamed ahead in chase of ship, which, at 11: 30, proved to be the British ship *Royal Saxon*, of Sidney.

November 10.—At 5:30 a. m. set mainsail and came up with the hermaphrodite brig *Susan*, of New York, from Cardiff to Rio Grande. She hoisted the Yankee flag, when we fired two blank cartridges and hove her to; sent a boat on board and made a prize of her. At 7 commenced transferring stores. From 8 to meridian: Having finished taking stores from prize, scuttled her, and at 10:30 [a. m.] brig sank; received seven persons from prize; two men shipped as seamen and one boy.

November 11.—At 5 p. m. a large ship reported on weather beam; started fires, reduced sail. At 7 lowered screw, took in topsails, and steamed in chase. From 8 to midnight: Under steam in chase; made her out to be a six topsail yard ship and loaded the gun.

November 12.—At 12:15 a. m. fired a gun and hove chase to and boarded her. She proved to be the ship *Kate Prince*, of Portsmouth, N. H., but having a neutral cargo was bonded for $40,000; sent all prisoners on board for passage to Bahia, Brazil; latitude 1° 45′ N., longitude 29° 22′ W. At 12 m. came up with bark ahead, which proved [to be] the *Adelaide*, showing Buenos Ayres colors; fired a blank cartridge and hove her to. Meridian to 4 p. m.: Boarded the bark and sent her

* The sea day begins twelve hours ahead of the civil day.—COMPILERS.

captain to the *Shenandoah* with his papers. Having no bill of sale on board, condemned her as a prize and commenced to take such articles as we needed. At 3 p. m., having received positive information as to the ownership of vessel and cargo through private letters which were not brought on board by her master, but by an officer, released the vessel and bonded cargo. Ransomed the *Adelaide* in the sum of $24,000; commenced returning articles to her. At 5:30 finished returning effects to the *Adelaide*, and at 6 steamed ahead.

November 13.—At 1:45 p. m. got up steam, lowered screw, and started in chase. At 3:30 came up with her, when she proved to be the American schooner *Lizzie M. Stacey*, of Boston; hove her to by blank cartridge and boarded her. From 4 to 6 p. m.: Condemned schooner as a prize and took off her stores, etc.; at 4:30 hauled fires and hoisted propeller; at 6, having finished transferring stores, scuttled and fired the schooner.

December 4.—From 4 to 8 a. m.: Made sail and came up with and boarded the Sardinian ship *Dea del Mare*, from Genoa to Rangoon; two sails in sight; standing in chase of a bark; at 7:45 hauled off from the chase. At 11 made out the island of Tristan da Cunha. At 4:30 discovered a bark under easy sail on the lee beam; braced and ran off in chase. At 5:40 came up with the chase and hoisted English colors, to which she replied with American; ran up the Confederate flag, braced the after yards aback, lowered a boat, and sent an officer aboard the bark, which proved to be the *Edward* (whaler), of New Bedford. From 6 to 8: Condemned the bark *Edward* and received all her crew on board; the captain was paroled and the mates and men confined in irons; received a quantity of rope from prize. Messrs. Bulloch and Minor were sent aboard of the prize to take charge of her for the night. Took from the captain £30 ship's money. Latitude 37° 47′ S., longitude 12° 30′ 30″ W. (at noon).

December 5.—From 4 to 8 a. m.: Cleared away the port boat from on the bridge and got it slung to the davits; at 5 a. m. filled away and ran down to the prize; hove to on starboard tack to windward of prize, lowered the port boat, and sent it alongside of the prize in charge of the gunner; wore around to northward, passed close under lee of prize, hove to with maintopsail to the mast, prize on our port quarter. From 8 to meridian: Hove to near prize and received from her a quantity of provisions.

December 6.—Engaged transporting and stowing provisions and other things from prize. At 5:45 p. m. got underway, half speed. At 10:30 burning prize disappeared.

December 7.—Steaming for Tristan da Cunha. At 8 a. m. came up abreast of the settlement and hoisted our ensign; stopped our engine and got three whaleboats alongside to send the prisoners and their luggage on shore; gave the captain of the whaler back his quadrant, spyglass, and epitome; also 60 pounds tobacco, 2 boxes of coffee and 1 of soap. From 8 to meridian: Lying to in Falmouth Bay [island of Tristan da Cunha]. From meridian sent on shore 1,680 pounds of bread for maintenance of prisoners; landed also 4 barrels of pork and other prize provisions given in exchange for fresh provisions. At 3 took departure.

December 29.—From meridian to 4 p. m.: Bark astern of us, coming up on us; showed English colors; she hoisted American ensign; fired a blank cartridge, hove her to, and sent a boat alongside. From 4 to 6: Bark proved to be American vessel *Delphine*, of Bangor, from London to Akyab *in ballast;* made prize of her; engaged rest of watch *receiving stores and her men.* From 6 to 8: Received as prisoners of

war her captain, two mates, steward, and eleven men; captain's wife, stewardess, and boy were brought on board, making eighteen all told. From 8 to midnight: Hove to near the prize, heading E. by N. to E. S. E.; received her instruments and some cabin stores on board; at 11:25 p. m. set fire to the bark; at 12 boat returned; hoisted her up, ran the gun out, and filled away. Shipped six men of the *Delphine's* crew for the cruise and confined five of them in single irons; captain and mate signed their parole. Latitude 39° 13′ S., longitude 68° 33′ E.

January 17, 1865.—At daylight made a sail on the port bow; stood in chase, overhauled and boarded her. She proved to be the five topsail yard American-built English ship *Nimrod*, from Plymouth to Port Adelaide [Australia], one hundred and two days out, with a cargo of dials. At the request of the boarding officer the captain of the *Nimrod* came on board with his papers. Having examined the papers, parted company with the ship. Latitude 39° 32′ 14″ S., longitude 122° 16′ 52″ E.

January 25.—From 4 to 8 a. m.: Made Cape Otway, Australia, one point on the port bow; at 5 standing along the coast for Port Phillip. At 1:45 steaming up the bay (Hobson's) in charge of a pilot. At 6:45 let go starboard anchor. At 7 Lieutenant Grimball was sent ashore to see the authorities; returned at 10.

January 26–February 17.—Repairing in Hobson's Bay, Australia.

February 18.—From 8 to meridian: Steaming out of Port Phillip Bay. At 1 p. m. discharged pilot. Forty-two men found on board; thirty-six shipped as sailors and six enlisted as marines.

March 24.—Commenced steaming at 4 a. m. At 7:15 made Drummond Island right ahead. At 9:30 stopped the engine. A canoe containing 3 natives came off, from whom we learned that no vessel had visited the island for some time. Latitude 1° 21′ S., longitude 174° 22′ E.

March 29.—At 4:45 p. m. made a sail on lee beam; stood in chase. 6 p. m: hove her to with blank cartridge. Chase proved to be the Honolulu schooner *Pelin*, five months out on a trading voyage.

March 30.—At 2:30 p. m. made Strong Island. From 4 to 6 p. m. stood near enough into Chabrol Harbor to see that no vessels were at anchor there. Latitude 5° 45″ N., longitude 163° 46′ 30″ E.

March 31.—At 9:30 a. m. made McAskill Island N. by W., distant 12 miles. Latitude 6° 6′ N., longitude 160° 17′ E.

April 1.—At 9:30 a. m. made Ascension Island bearing W. N. W. At 10:30 commenced steaming. Discovered four vessels at anchor close in under the land. At 11:30 took a pilot; steamed inside the reef; came to with both anchors in 15 fathoms. From meridian to 4 p. m.: Fitted out four boats and boarded each vessel; they proved to be the American whalers *Edward Cary*, of San Francisco; the *Hector*, of New Bedford; the *Pearl*, of New London, and the *Harvest*, of Honolulu nominally, but really an American under false colors, having no bill of sale on board, bearing American name, and in the same trade as before; consequently condemned her as prize in connection with the other three. From 4 to 6: Engaged transferring stores, etc., from prizes to our ship; took the captains and mates of each ship on board of us and confined them in irons. From 6 to 8: Confined one of the captains in double irons and gagged him for disrespect; enlisted one man in the arine corps.

April 2.—At 10 a. m. sent an officer on shore with the pilot to invite the chief (Ascension Island) to visit the ship. At 10:30 he came off, accompanied by four attendants and a large number of boats. Sent ashore twenty-two prize muskets and two boxes of tobacco as presents to the chief.

April 3.—From meridian to 4 p. m.: Set fire to the prize bark *Pearl.*

April 4.—From meridian to 4 p. m.: Fired the ships *Hector* and *Edward Cary;* shipped Benedicto Espagnol and Civis de la Costa as landsmen.

April 6.—Shipped George Deas, John Morris, Antonio Delombas (seamen), Joaquin Rodericks (landsman), and Robert Roselle (third-class boy).

April 10.—From 6 to 8 p. m.: Having finished with the bark *Harvest,* cast her off and set her on fire.

April 13.—At 8:30 a. m. unmoored ship. At 7:30 weighed anchor and stood to sea; sent on shore all prisoners. At 8 discharged pilot.

April 28.—At 6 a. m. hoisted the smokestack and started fires. Latitude 26° 45′ N., longitude 150° 14′ E.

May 21.—At 5 a. m. land bore N. N. W., about 40 miles. Latitude 49° 49′ 30″ N., longitude 155° 9′ E. At 12 noon Moukonrushi Island bore W.

May 27.—Meridian to 4 p. m.: Saw large floes of drifting ice to the northward and westward; made a sail on weather bow, standing toward us; came together at 4 and hove to. Latitude 57° 7′ N., longitude 153° 1′ E. From 4 to 6 p. m.: Hove chase to with a blank cartridge and boarded her; she proved to be the Yankee bark *Abigail,* of New Bedford, on a whaling voyage; made a prize of her and commenced transporting stores, etc., from her to ourselves; paroled the master and mates of prize and released them.

May 28.—From meridian to 4 p. m.: Having received everything necessary from prize, her officers and crew (thirty-five in number) being on board of us, set fire to the prize at 12:10; filled away at 2 p. m.

June 2.—From 8 to meridian: Land, being Lamutki, in Siberia, in sight along port quarter. Latitude 58° 28′ N., longitude 151° 25′ E. Olskii Island N. W. ¾ N. (true), 35 miles. From 6 to 8 p. m.: Cape Alewin bore N. ½ W., 30 miles distant, about.

June 4.—At 1 a. m. entered a large field of ice and became surrounded by it. Latitude 57° 51′ N., longitude 150° 18′ E.

June 5.—At 1 a. m. wore ship and got out of the ice. Latitude 58° 5′ N., longitude 150° 27′ E.

June 6.—At 2 a. m. sighted Cape Alewin, bearing N. by E.; wore ship to the northward and stood in for the land. Latitude 58° 28′ N., longitude 150° 49′ E.

June 10.—Shipped Thomas S. Manning, seamen, and rated him ship's corporal. Latitude 54° 18′ N., longitude 153° 47′ E.

June 12.—From 8 to meridian: At 11:30 a. m. made high land on the port beam, bearing E. S. E., distant about 70 miles, being Kamchatka coast. Shipped the following men from the crew of the late bark *Abigail*: Seamen—John Malwa, William Bill, Joseph Long, Alex. Givens; landsmen—James French, William Brown, James California, Charles Sailor, John Boy; marines—Maurice Murray and Emmanuel Sylvia. At 4 p. m. Alaid Island Mountain bore E. ½ S. At 9 p. m. Shrinky [Schirinki] Island bore S. S. E., distant 30 miles. Latitude 51° 8′ N., longitude 154° 14′ E.

June 13.—Moukonrushi Island bore S. W. at 4 a. m. At 5 Shrinky [Schirinki] Island bore N. per standard compass. At 3 p. m. north point of Onekotan Island bore S. W. by W. ½ W., Mount Alaid N. N. W. ½ W. Latitude 49° 50′ 45″ N., longitude 155° 53′ 30″ E.

June 16.—At 12 meridian made high land right ahead, supposed to be Copper Island. Shipped Joe Kanaka, landsman; shipped William Burnett, *private.* Latitude 54° 30′ N., longitude 168° E.

June 21.—At 1:30 p. m. made Cape Navarin bearing W. N. W., 15 miles distant. At 3:50 a sail reported to the westward; stood off in chase. From 4 to 6 p. m.: Chase proved to be a rock. Latitude 62° 11′ N., longitude 179° 57′ E.

June 22.—At 9 a. m. made two sails on port quarter; stood in chase under steam. At 11 hove to and boarded the topsail-yard ship *William Thompson* (whaler), of New Bedford, Mass. Brought on board master and mates and left her in charge of an officer and stood in chase of the other vessel. At 12:05 p. m., latitude 62° 23′ N., longitude 179° 46′ E., came to near chase and sent a boat on board; she proved to be the ship *Euphrates*, from New Bedford; brought off prisoners with their effects; received a quantity of stores, three chronometers, and one sextant; at 3 p. m. set fire to the prize; the *William Thompson* hove to near us. From 4 to 6 p. m.: Received on board from prize some stores; at 5:45 stood in chase of a sail to the northward and westward; chase proved to be the English whaling bark *Robert Townes*, of Sydney; steamed back to the prize; received from her a quantity of stores.

*June 22.**—At 3:30 fired prize and at 3:50 a. m. steamed away. From meridian to 4: Captured and bonded for $46,000 the whaling ship *Milo*, of New Bedford, and sent all prisoners on board, ordering her to follow us; fired two shells from port-bow gun and hove to and boarded the whaling ship *Sophia Thornton*, of New Bedford, and gave orders for officer in charge to follow while we steamed in chase of a bark, running to the northward and westward. From 4 to 6 p. m.: In chase of a bark, which we hove to by firing rifle shell from starboard bow at 5:55; chase proved [to be] the whaling bark *Jireh Swift*, of New Bedford, which we burned, taking off her officers and crew. At 9 stopped near prizes *Milo* and *Sophia Thornton*; a ship and bark to windward working through the ice; a sail just in sight to leeward. Latitude 62° 40′ N., longitude 178° 50′ W.

June 23.—At 6:30 a. m. saw a sail to the southward and westward; stood in chase. At 7 the *Milo* fired the *S. Thornton*. At 8:10 came up with the chase, which proved to be brigantine *Susan Abigail*, of San Francisco; sent the master and crew of prize to this ship and burned her; estimated value of the brigantine *Susan Abigail* and cargo, $6,500. Latitude 62° 48′ N., longitude 179° 4′ W.

June 24.—Shipped John Kelley, seaman. At 10:30 p. m. made land on port bow—Lawrence Island. Latitude 63° 26′ N., longitude 176° 16′ W.

June 25.—At 10 a. m. made two sails. At 11 came up with a bark showing Hawaiian colors; stood in chase of other vessel; chase proving a Frenchman, stood back northward and eastward. At 3 stood in chase of a sail on starboard bow; at 5:10 p. m. came up with chase, which proved to be the ship *General Williams*, of New London; sent an officer on board to burn her and bring off prisoners. From 6 to 8 p. m.: Received thirty-four prisoners, three chronometers, one sextant, and the other nautical instruments, three hogs, $405 from the captain; at 7 set fire to the ship and stood in chase to the northward and westward; paroled the prisoners. Latitude 63° 50′ N., longitude 172° 58′ W.

June 26.—From midnight to 4 a. m.: Came up with the vessels and took possession of the *Nimrod*, the *Wm. C. Nye*, and *Catharine*, all of New Bedford; received on board their officers and papers; received on board from prizes six chronometers, two sextants; at 4 a. m. burned the three prizes, paroled the master and mates, took the boats in tow

* Navigators in crossing the Pacific Ocean on an easterly course repeat the day on which they cross the one hundred and eightieth degree of longitude.—COMPILER.

with their crews, and stood in chase of five sail in sight to the northward. At 8 came up with the *General Pike*, bark, of New Bedford. From 8 to meridian: Captured the barks *General Pike*, *Isabella*, and *Gipsey;* bonded the *General Pike* for $———; paroled all of the prisoners and sent them on board the *General Pike* in their boats; burned the *Gipsey;* received on board all of the nautical instruments, etc., from the *Gipsey* and *Isabella;* hauled the *Isabella* alongside and commenced taking on board stores and water from meridian to 4 p. m. From 8 to 12 midnight: Set fire to the prize *Isabella* as soon as she was clear of the ship. Latitude 64° 21′ N., longitude 172° 20′ W. (at noon).

June 27.—The brig *Susan Abigail* sailed from San Francisco about the 19th of April, bringing dates to the 17th of April. I read from one of the April papers dispatches for [of the] surrender by General Lee to General Grant and an announcement of a proclamation issued by President Davis at Danville to the people of the South, declaring the war would be carried on with renewed vigor.—J. I. WADDELL.

June 28.—At 6:30 Diomede Island bore N. N. E., about 12 miles distant. At 8:15 stood to the southward in chase of a bark; at 10 came up with chase, which proved to be the *Waverly*, of New Bedford; received thirty-three prisoners with their effects and burned the prize. At 1:30 p. m. came up with a fleet of ten sail, many of whom were at anchor; one ship, having been stove by the ice, was being assisted by the others. Took possession of the following vessels: Ships *Hillman*, *James Maury*, *Nassau*, *Brunswick*, *Isaac Howland*, barks *Martha* (second) and *Congress*, all of New Bedford; barks *Nile*, of New London; *Favorite*, of Fair Haven, Conn., and *Covington*, of Warren, R. I. Bonded the ship *James Maury* for $37,000. Fired the bark *Martha* and ships *Nassau*, *Hillman*, and *Isaac Howland*. From 4 to 6 p. m.: Bonded the bark *Nile* for $41,600 to take a part of the prisoners to the United States; set fire to the barks *Congress* and *Favorite;* sent all our prisoners to the bonded vessels.

June 29.—At 1 a. m. got through Bering Strait. At 8 a. m. East Cape bore S. ½ W., Diomede Island E. S. E. At 10 a. m. large floes of ice ahead; turned around and stood to the southward. Latitude (noon) 66° 14′ N., longitude 169° 6′ W. Four to 6 p. m.: Steaming [southward] through Bering Strait. At 9:30 p. m. hove to a ship with blank cartridge from rifle gun; proved to be a Frenchman. At 11:30 spoke the Hawaiian brig *Kohala*, out of Plover Bay.

July 1.—At 1:30 a. m. entered a field of heavy ice; hove everything aback, furled all sail, and got up steam; lowered a boat and ran out lines ahead; made fast to large cakes of ice, and commenced hauling through, turning over engine slowly, breasting off with spars; struck large masses of ice several times, but sustained no material injury. At 4:30 got out of the ice.

July 5.—Steaming through the 172° passage, Aleutian Islands.

August 2.—From meridian to 4 p. m.: Made a sail bearing N. W.; stood in chase; latitude 16° 20′ N., longitude 121° 11′ W.; at 4:15 stopped the engine; coming up with the chase, lowered a boat and sent alongside the English bark *Barracouta*, from San Francisco to Liverpool, thirteen days out. Having received by the *Barracouta* the sad intelligence of the overthrow of the Confederate Government, all attempts to destroy the shipping or property of the United States will cease from this date, in accordance with which the first lieutenant, William C. Whittle, jr., received the order from the commander to strike below the battery and disarm the ship and crew.

November 5.—Arrived in the Mersey, off Liverpool, and on Monday, the 6th, surrendered the *Shenandoah* to the British nation, by letter to Lord John Russell, premier of Great Britain.

The log is approved.

JAMES I. WADDELL.

Vessels captured, bonded, and destroyed by the C. S. S. Shenandoah, from October 30, 1864, to June 28, 1865.

Date.	Name of vessel.	Disposition.	Value of vessel.	Value of cargo.	Total value.	Appraisers.
1864.						
Oct. 30	Bark Alina	Scuttled	$50,000	$45,000	$95,000	John Grimball, S. Smith Lee, jr., I. S. Bulloch.
Nov. 6	Schooner Charter Oak.	Burned	12,000	3,000	15,000	Do.
Nov. 8	Bark D. Godfrey	do	10,000	26,000	36,000	Do.
Nov. 10	Hermaphrodite brig Susan.	Scuttled	5,000	436	5,436	F. T. Chew, O. A. Browne.
Nov. 12	Ship Kate Prince.	Bonded for $40,000.				
Nov. 12	Ship Adelaide	Bonded for $24,000				
Nov. 13	Schooner Lizzie M. Stacey.	Scuttled and burned.	10,000	5,000	15,000	J. Grimball, I. S. Bulloch, O. A. Browne.
Dec. 4	Bark Edward	Burned	5,000	15,000	20,000	I. S. Bulloch. J. F. Minor.
Dec. 29	Bark Delphine	do	25,000		25,000	Do.
1865.						
Apr. 1	Ship Edward Cary	do	15,000		15,000	J. Grimball, O. A. Browne.
Apr. 1	Ship Hector	do	35,000	23,000	58,000	S. S. Lee, jr., J. T. Mason.
Apr. 1	Ship Pearl	do	10,000		10,000	F. T. Chew, J. C. Blacker.
Apr. 1	Bark Harvest	do	10,000	24,759	34,759	D. M. Scales, J. F. Minor.
May 27	Bark Abigail	do	15,000	1,705	16,705	D. M. Scales, J. F. Minor, J. C. Blacker.
June 22	Ship William Thompson.	do	40,925		40,925	J. Grimball, O. A. Browne.
June 22	Ship Euphrates	do	20,000	22,320	42,320	S. S. Lee, jr., J. T. Mason.
June 22	Ship Milo	Bonded for $46,000.				
June 22	Ship Sophia Thornton.	Burned	50,000	20,000	70,000	D. M. Scales, J. F. Minor.
June 22	Bark Jireh Swift	do	35,000	26,960	61,960	S. S. Lee, jr., J. T. Mason.
June 23	Brig Susan Abigail.	do	6,500		6,500	J. F. Minor.
June 25	Ship General Williams.	do	20,000	24,740	44,740	S. S. Lee, jr., J. T. Mason.
June 26	Bark Nimrod	do	15,000	14,260	29,260	Do.
June 26	Bark Wm. C. Nye	do	25,000	6,512	31,512	I. S. Bulloch, Lodge Colton.
June 26	Bark Catharine	do	26,174		26,174	J. Grimball, O. A. Browne.
June 26	Bark General Pike	Bonded				
June 26	Bark Gipsey	Burned	20,000	14,369	34,369	D. M. Scales, C. E. Hunt.
June 26	Bark Isabella	do	20,000	18,000	38,000	F. T. Chew, J. F. Minor.
June 28	Bark Waverly	do	62,376		62,376	J. Grimball, H. Alcott.
June 28	Ship Hillman	do	25,000	8,000	33,000	S. S. Lee, jr., J. T. Mason.
June 28	Ship James Maury	Bonded for $37,000.				
June 28	Ship Nassau	Burned	40,000		40,006	F. T. Chew, C. E. Hunt.
June 28	Ship Brunswick	do	5,000	11,272	16,272	J. C. Blacker.
June 28	Ship Isaac Howland.	do	40,000	35,112	75,112	D. M. Scales.
June 28	Bark Martha	do	30,607		30,607	J. Grimball, Henry Alcott.
June 28	Bark Congress	do	30,000	25,300	55,300	S. S. Lee, jr., J. T. Mason.
June 28	Bark Nile	Bonded for $41,600.				
June 28	Bark Favorite	Burned	15,000	42,896	57,896	J. F. Minor.
June 28	Bark Covington	do	7,259	22,741	30,000	J. C. Blacker.
			735,841	436,382	1,172,223	

Extracts from notes on the C. S. S. Shenandoah by her commander, James Iredell Waddell, C. S. Navy.

I was ordered to proceed upon a cruise in the far-distant Pacific, into the seas and among the islands frequented by the great whaling fleet of New England, a source of abundant wealth to our enemies and a

nursery for her seamen, and it was hoped that I would be able to greatly damage and disperse that fleet, even if I did not succeed in utterly destroying it. Considering the vast extent of water to be sailed over, the necessarily incomplete equipment of the vessel, and my approaching isolation from the aid and comfort of my countrymen, a letter of specific instructions would have been wholly superfluous. All details regarding the organization of my crew and the necessary alterations required to fit the ship for carrying her battery, preserving the ammunition, the general conduct of the cruise, and my intercourse with neutrals were left to my judgment and discretion, because I would be subjected to constantly varying scenes and incidents, and would doubtless encounter difficulties which could not be foreseen and provided for in advance.

It was believed in moments of doubt, where unlooked-for obstacles and apparent troubles were found in my path, that happy inspiration which rarely fails the conscientious officer who is earnestly intent upon his duty would come to my aid, and that I would intuitively perceive the most judicious course of action. Thus I reflected and pondered over the memorandum of instruction. I did not yet know what officers would accompany me, their experience and ability, which, in the management of a vessel at sea, is more than half the work to be accomplished on such an expedition.

I had the benefit of the counsel, wisdom, and experience of my superior officer in all matters connected with my projected cruise, the probable difficulties in my way, and their solution. The way was paved for my operations so knowingly I had little else to do than follow his advice. The means which were to be placed at my disposal and the arrangement for a proper and safe rendezvous, the process of transferring the armament and stores from the supply vessel to the intended cruiser, and the probable nature of the contract with the seamen to induce them to ship in the Confederate service were matters for reflection, to which must be added the dread of failure in getting the ship to sea without involving a violation of law. The passage to my ultimate cruising ground and the locality in which I would be most likely to find the objects of my search required careful reflection and investigation of charts and reference to the memoirs of the Pacific Ocean and the numerous islands scattered therein.

The ultimate aim of my cruise was the dispersion or destruction of the New England whaling fleet, as pointed out in the memorandum of the honorable the Secretary of the Navy. The ship to be placed under my command had recently returned from her first voyage to Bombay, for which trade she was built, and being designed as a transport for troops, with spacious 'tween decks and large air ports, she was well suited for conversion into a cruising vessel. The log of her voyage out and home showed her to be fast under canvas, and her steam power was more than auxiliary. She had a lifting screw and steamed 9 knots without pressing. She had been docked to insure her commencing the cruise in good and sound condition. Ample stores in every department (except the paymaster's) were provided for a cruise of fifteen months. I left Liverpool, England, in the Confederate supply vessel *Laurel* on Sunday morning, the 9th of October, 1864, for Funchal, island of Madeira, taking with me all the officers but one detailed for my command.

A few picked men selected from the crew of the late C. S. S. *Alabama*, who were specially retained, accompanied me and constituted the nucleus of the new force which I should have to organize at the place of rendezvous. *Among* the men was George Harwood, who was chief

boatswain's mate of the *Alabama*, a fine seaman, an experienced man-of-war's man, and one calculated to carry weight in influence with a crew composed exclusively of Englishmen. I gave to him an appointment of acting boatswain as soon as the supply vessel was beyond English jurisdiction, and explained to him the intent of my leaving England. I believed he would assist me materially in persuading the men of the intended cruiser to ship for the Confederate service.

The supply vessel reached Madeira and was anchored in Funchal Bay on the night of the 16th of October, 1864, near Loo Rock, in 16 fathoms (93 feet) of water. On the following day orders were given that there was to be no communication with the shore except that which was necessary for the commander of the supply vessel in her intercourse with the custom officials and for purchase of coal for the *Laurel*. A lookout was stationed to report the appearance of all vessels coming in sight off the harbor, and to report such arrivals during the night as well as during the day, and if any passing vessel hoisted flags or showed lights to inform the commander of the supply vessel, or, in his absence, to inform me of the character of such vessels and the signals. The supply vessel was quickly coaled and made ready for sea. Her papers were left at the custom-house.

During the first watch, on a clear, calm, and moonlight night of the 18th of October, 1864, a ship-rigged vessel came in sight and within a short distance of the Funchal anchorage, slowly steaming, and showed her signal lights, which is not an unusual courtesy for vessels passing on or returning from a voyage to extend to those vessels in harbor; the object of such civility is the announcement of the vessel's name and tidings of her safety, which would be communicated to those interested in the progress she was making on her voyage. Marryat's code of signals furnishes the names of all English and American vessels, and wherever that book is found, by referring to it, when vessels communicate by signals their names and character, together with the ports from and where bound, can be known. By this telegraphic system a communication can be made intelligently. This vessel excited some suspicions. She soon passed out of sight south of the port, and after a short lapse of time returned off the port, steaming slowly in the direction from whence she came; she still burned her signal lights, which the crews of other vessels in port did not seem to notice. It was impossible just then for us to leave port in order to communicate with the strange steamer, because our commander had not received his papers from the customs officials the evening before, and while this intelligence was being communicated to me the black craft disappeared north of the port and was hidden from our view. Her advent had caused a stir among those of the supply vessel who found it more agreeable to be on deck at that late hour engaged in merry chat than below in uncomfortably close apartments, and when she had again come in view a low suppressed murmur of satisfaction, "That's her," escaped the lips of someone who with others had popped his head over the vessel's rail to watch her movements—pent-up curiosity to discover what I knew had been under tedious suspense for several days, and found relief in the exclamation "That's her."

After the strange black craft had disappeared in the direction she had come from those who had been closely watching her withdrew from the rail of the supply vessel to loafing places about her deck, where each to his confiding shipmate communicated his suspicion of the craft. The intense interest felt for and concerning the vessel was conveyed by the less intelligent ones by a restless demeanor, an enquiring glance at me, much as to ask, "Tell me, Captain, it's all out now," while the more

knowing walked to and fro, turning their quids from cheek to cheek, in soft, diligent conversation, giving vent to an occasional chuckle. The excitement somewhat abated and the watchers dropped off one by one to seek repose. They knew we could not leave port until the steamer's papers were returned by the customs official, and that would not be attended to before the next morning, and perhaps not until late in the day. The papers of vessels are always deposited soon after her arrival in port at the custom-house; it is a guaranty of character for customs dues and port regulations.

Daylight came, and the sun rose full of fire; a messenger was dispatched for a customs official to repair on board with the vessel's papers, and while the customs boat was being pulled off to us, accompanied by bumboats and fishing smacks, whose purpose it was to coax in the way of trade the last farthing out of thriftless Jack, that black steamer came in sight again from the north with flags flying from her mastheads which were recognized and answered from our steamer, and the cry arose from the shore boats which surrounded us, "*Otro Alabama*," i. e., another *Alabama*. The fires had been kindled in our furnaces at daylight, and steam was ready; chain had been hove in to a short stay, and the vessel's quiet swing to a single anchor only increased our restlessness to follow the black steamer, whose symmetrical outlines the bright light played fairly upon and made her appear to be the very object for which we had left Liverpool.

The customs officials being settled with and all strangers seen out of the *Laurel*, her anchor was tripped at 10 a. m. and she stood to sea in chase of the steamer, whose engines were slowed to enable us to come up rapidly. The 19th of October, 1864, was fine; the atmosphere clear and bright, and a wind blew from the southwest. So soon as the *Laurel* had approached sufficiently near the stern of the steamer I saw there three words, in large white letters, and I read through my lorgnette "*Sea King*—London." An idea flashed across my brain—Is she to be a sea king? I ordered the *Sea King* to be telegraphed to follow the *Laurel*, and I sought refuge on the north side of the Deserters [Las Desertas], where I found a smooth sea, no interruptions, and a good but deep anchorage for negotiations and work. The first lieutenant, William C. Whittle, jr., of Virginia, had taken passage in the *Sea King* from London, as her purser, and joined me at this juncture of affairs.

All acting master's mates were, in the Confederate naval service, first-class petty officers.

The *Shenandoah* was commissioned on the ocean on the 19th day of October, 1864, under the lee and on the north side of the islands known as the Deserters [Las Desertas], only a few miles distant from and in sight of Madeira. She was anchored in 18 fathoms water, and her consort came to and was lashed alongside. The little nook was smooth, the day a bright and lovely one, and I felt a promise of success. In thirteen hours the consort had discharged every conceivable outfit intended for the *Shenandoah*, and was only delayed for such passengers as she was compelled to receive on board. I felt I had a good and fast ship under my feet, but there was a vast deal of work in[side] as well as outside of her to be done, and to accomplish all that a crew was necessary. It became my effort to ship the crew of the late *Sea King*, now the *Shenandoah*, and as many of the crew of the consort as possible and the men were called to the quarter-deck of the *Shenandoah*, when I informed them of the changed character of the *Sea King*, read my commission to them (made my first speech), pictured to them a brilliant, dashing cruise, and asked them to join the service of the Confederate States.

Only twenty-three out of fifty-five men were willing to venture on such service, and a large majority of those shipped for six months only. Those who declined service in the *Shenandoah* were directed to go on board the *Laurel*. My feeble force was then ordered to the break to lift an anchor, which proved too heavy; the officers threw off their jackets and assisted in lifting it to the bow, and the little adventurer entered upon her new career, throwing out to the breeze the flag of the South, and demanded a place upon that vast ocean of water without fear or favor. That flag unfolded itself gracefully to the freshening breeze, and declared the majesty of the country it represented amid the cheers of a handful of brave-hearted men, and she dashed upon her native element as if more than equal to the contest, cheered on by acclamations from the *Laurel*, which was steaming away for the land we love to tell the tale to those who would rejoice that another Confederate cruiser was afloat.

I was truly afloat and, as I had never been before, in command of a vessel constructed for peaceful pursuits, of 1,100 tons English measurement, to be under my directions metamorphosed into not only a cruiser, but an active cruiser, and capable of carrying a battery for which she was not constructed. The deck was to be cleared of the stores thereon before the battery could be mounted on the carriages, and gun ports were to be cut, fighting bolts driven, gun tackles prepared, before the battery could be used. All that service which is done at a navy yard before a vessel is commissioned, with its responsibilities, devolved upon me out in midocean, without even a hope of successful defense if attacked or a friendly port to take shelter in if I should desire protection.

The carpenter of the vessel could find no one who was capable of assisting him in his department; he therefore alone was to make the necessary alterations, and of course the work would progress slowly. Besides the work already mentioned, the bulwarks were discovered too weak for resistance to a shotted gun, and therefore some plan was to be adopted for strengthening them, which being decided upon and arranged, the next work of importance was the selection of a place in the vessel's hold where a powder magazine could be built.

The hold and the berth deck were full of coal, and having no spare space elsewhere, the forehold was selected wherein to build a powder magazine. The powder was placed under tarpaulins in my starboard cabin. There was no other place at that time so safe for the powder as the cabin. There were twenty-four officers, each department having its complement, making all told forty-seven persons.

The novel character of my political position embarrassed me more than the feeble condition of my command, and that was fraught with painful apprehensions enough. I had the compass to guide me as a sailor, but my instructions made me a magistrate in a new field of duty, and where the law was not very clear to lawyers. Managing a vessel in unsettled, stormy weather and exposure to the dangers of the sea was a thing I had studied from my boyhood; fighting was a profession that I had prepared myself for by the study of the best models; but now I was to sail and fight and to decide questions of international law that lawyers had quarreled over with all their books before them. I was in all matters to act promptly and without counsel; but my admirable instructions and the instincts of honor and patriotism that animated every Southern gentleman who bore arms in the South buoyed me up with hope which supported the interior difficulties and the degree of responsibility bearing on me. The public books furnished me,

exclusive of works on navigation, were Phillimore's Laws of Nations. I had read Wheaton and Vattel on international law, and had also studied the fundamental principles of law found in Blackstone. Most of my leisure hours were devoted to Phillimore, and I found him a good friend, but requiring brown study.

The *Shenandoah* was a composite-built ship—i. e., her frame was of iron and her hull was of teak, 6 inch in thickness. Her lower and topmast, lower topsail yards, and bowsprit were iron, cylindrical. Her horse-power was 180. Under most favorable circumstances she could not steam over 9 knots per hour. Her cylinders were 5 feet and her boilers 18 inches above the water line. She was capable of condensing 500 gallons of fresh water per day, and consumed from 18 to 22 tons of coal per day. She was very fast under sail, and a pretty vessel. The topsail yards were so heavy [that] if it were not for the winches introduced into the merchant marine for lifting heavy bodies I do not think the crew could have mast-headed them. The power of the entire force was hardly equal to lifting so heavy an iron spar, and yet if that spar had been wooden it would have been heavier. The running gear was generally so damaged it became necessary to reeve anew. A seaman will never neglect his ship because fine weather may be expected. A general overhauling was inaugurated, and everybody had something to do. When the helmsman could be better employed than at the wheel I steered the ship. Of the number of men who shipped, five were found capacitated for the engineer department.

Such disposition of service between the deck hands and the engineer department as would conduce to health and good understanding became a subject for reflection with me, and I determined, as it was all important to run the vessel as speedily as possible away from the rendezvous and to seek lighter winds and a smoother sea for operations, to keep the ship under steam during daylight, and after darkness closed upon us to stop the engines, put the vessel under sail, and change the course for the night. The wind was free; my course was to southward, and as the breeze freshened after night the ship made nearly as much per hour under sail as she did during the day under steam. The crew were seldom disturbed during the night, for the ship was put under short canvas to prevent their being called.

The steamer was supplied with Enfield rifles, cutlasses, and revolvers, and there on the deck in huge boxes lay the guns and carriages. Though impatient to see them mounted and their grim faces projecting beyond our wooden walls, of what great use could they be in defense of so vulnerable a vessel? True, their appearance would go a long way toward reconciling an unarmed foe, but a short scrutiny inboard developed clearly our entire incapacity for contending against a regularly appointed man-of-war.

I concluded to take the offensive immediately. The deck was cleared of such articles as belonged below, the gun boxes lashed to and near the sides where the ports were designed to be cut, and having a partially clear deck, I could, with the aid of an Enfield rifle, investigate a stranger's nationality and, if of the kind I was in search, appropriate her. The crew was not sufficiently numerous to manage the vessel easily, and unless I found the enemy's vessels and succeeded not only in capturing, but in shipping portions at least of their respective crews, my own might grow disheartened and the cruise fail. Work is not congenial to Jack's nature; he is essentially a loafer, and I apprehended that captured men coming on board would judge from them of the ship's condition, and a bad *impression* might be made which would prove diffi-

cult to rectify. I could rely on our men using rough persuasion in the dark with those who were undecided, and I felt sure that each prize would have in its crew one or more adventurous spirits who would gladly embrace the opportunity in hope of prize money and under the assurance of being well cared for by the officers. A sailor appreciates kindness shown him by his officer, but I know of no character so unreliable, and although Jack is charitable when in liquor on shore with his money, he is penurious on shipboard.

On the 22d of October, four days after the vessel had been commissioned, the guns were all on their carriages. The officers, leading the men, had accomplished a vast deal of labor and set so good an example of patriotism and industry that Jack, if flagging a little at times, breathed a new inspiration, and would contend with his leaders for the most difficult job or the heaviest lift. The carpenter had succeeded in discovering a man who could lend him a hand in his department, and two ports were cut on either side of the deck. Other ports were to be cut, and the fighting bolts were first to be found before they could be driven. By some strange accident they escaped the observation of the gunner, and were found a few days afterwards in a beef barrel, stowed with the provisions in the hold. The gun tackles could not be found, and it soon became a matter of certainty they never were put on board. There was a plenty of rope, but no blocks suitable for gun tackles; the absence of them rendered the battery totally useless. I had nothing left me but to look to the enemy to supply the deficiency. I had been directed to live off his supplies, and I suppose inanimate as well as animate objects were embraced in those directions.

The guns were on the carriages, and as the fighting bolts and gun tackles could not then be found, they were secured fore and aft the deck, close to the ship's side, and in the absence of bolts straps were run through scuppers and toggled outside of the vessel, to which the guns were secured. The deck then became more cheerful, and although the work was nearly completed, as far as we then could proceed with it, there was hard work below, for an investigation of what had been put in the vessel before I took charge of her, and of its location, was necessary to our information, and it really seemed as if our labor would never end. The invoices were utterly worthless. Several officers slept on the deck in the absence of berths, and wash-deck buckets were resorted to in the place of basins. The furniture in my cabin consisted of one broken plush-velvet bottomed armchair, no berth, no bureau, no lockers for stowing my clothing in, no washstand, pitcher, or basin. The deck was covered with a half-worn carpet, which smelt of dogs or something worse. It was the most cheerless and offensive spot I had ever occupied. The apartments assigned the commissioned officers were in little better condition, except the room of the executive officer, which was comfortable, and as to the apartment of the steerage officers, it was filled with iron tanks holding bread, and there was no furniture of any kind for it.

Under all those trials our condition created merriment rather than sadness. It seemed to me I was the only anxious person on board. Responsibility weighed upon my mind, and reflection often created an absence of everything in active movement around me. I was often aroused by some cheerful remarks from an officer, whose responsibility was to the extent of four hours' duty each day, about his experience in the steamer, and it was kind of him to divert my attention even for a few moments; but no sooner would the conversation cease than my mind was again occupied with ship thoughts in cases of emergency, and I

have no doubt I very often appeared to those with me an unsocial and peculiar man. I think that I never reflected until then, and the subject for reflection was full of interest, because national property and an important cruise were intrusted to me. It was my first command, and upon the accuracy of all the calculations of my judgment in directing a cruise upon so vast a scale depended success or failure. Success would be shared by every individual under my command, but who would share failure with me? The former has friends; what has the latter? Those who knew me in a subordinate capacity elsewhere found me then changed in position, occupying responsibility to a nation which was struggling for their very existence.

On the 25th of October the powder was removed to a small apartment under my cabin, the deck of which was very little below the surface of the ocean, and divided from the steerage deck by a strong, open latticework, which was rendered more secure by heavy canvas tacked to the partition. The powder was in less danger there than where it was previously stowed, but still in a very insecure place; great caution was observed in guarding against accident. It would be too great a labor to enumerate the variety of work which was done, and of that yet to be undertaken and completed, occasioned by the necessary changes and alterations of a thoroughly equipped merchant vessel into a national cruiser, and those who have undertaken the work on a wide and friendless ocean can only appreciate the anxieties accompanying such an expedition. An accident occurred to the machinery, which, added to our perilous condition, did not improve the situation of affairs; the derangement was, however, corrected in a few hours, and the engine in motion again, but it left an unpleasant and questionable impression of its strength and good order on my mind.

By the 26th of October enough coal was removed from the berth deck to fill the side bunkers, from which a supply was drawn for steaming since the 19th instant. The removal of such a quantity of coal developed a large, spacious, and finely ventilated deck, upon which it was designed to berth the crew, and the coal which could not be accommodated in the side bunkers was thrown well aft on that deck. The space occupied by the coal could be spared for athwartships bunker without encroaching upon the quarters required for a full ship's company. I found upon examination of the total length, breadth, and height of the berth deck that there was ample room to berth 200 men, composed of marines, seamen, ordinary seamen, and landsmen. On either side of the deck were metal lattice gratings for ventilations to the hold, and [as] the cool gases escaped thereby, a constant circulation of healthy sea air poured in at the air ports and hatches to the berth deck, keeping up a wholesome circulation. That deck was 7½ feet below the spar deck.

The ship had now reached a low latitude, and was constantly receiving heavy rain and violent squalls of wind, and to our horror the decks were discovered to be leaking like sieves and the seams of the hull were sufficiently open to admit a fine spray as a sea had spent itself on her sides. Lieutenant Chew, an intelligent and promising young officer, erased *Sea King* from the stern of the *Shenandoah*.

On the 27th of October, 1864, the *Shenandoah* took the offensive and entered upon her first chase, and, in compliment to the stranger she was in chase of, crossed for the first time her royal yards. She rapidly overhauled the chase, which proved to be the *Mogul*, of London. Immediately after separating from that vessel she entered upon another chase and *overhauled her* quickly; she also was British. A seaman is

never satisfied as to the sailing capacity of his vessel until in company with other vessels, and the evidence under such circumstances is not to be mistaken. The *Shenandoah* was unquestionably a fast vessel, and I felt assured it would be a difficult matter to find her superior under canvas. The crews of those vessels rushed to their respective rails to look at the little rover, and three times three did the red flag of England dip in salutation to the flag of the South.

The ship had now reached a position where vessels from the westward on an outward voyage would probably be found, and our prospects brightened as she worked her way toward the line through light and variable winds, sunshine, and rain.

The *Mogul*, of London, was an American-built vessel, and, like many other American vessels, she had changed owners in consequence of the war. She may have been sold in good faith; so far as her papers were concerned the sale was in form, but that is not of necessity infallible proof.

On the 30th of October chased, captured, and scuttled American bark *Alina*, of Searsport, bound for Buenos Ayres with railroad iron. She was on her first voyage, thoroughly equipped, nicely coppered, and reported by the boarding officer to be beautifully clean. There are no people who understand the equipment of vessels so well as a Yankee shipwright. She was a valuable capture, furnishing the blocks for the gun tackles, a variety of blocks which the steamer needed, and cotton canvas so very suitable for sailmaking. The officers partially fitted themselves out with basins, pitchers, mess crockery, knives, forks, etc. A spring-bottomed mattress fell to my share, and a small supply of provisions were removed to the steamer. The prisoners saved all their luggage, but evidently anticipated something unpleasant in their novel situation. They roamed about the deck like rats in a strange garret, and our men engaged themselves in seductive conversations with the strangers, light-hearted in everything which was passing between them, the prelude only to an enlistment of their sympathy in our cause. Finally five seamen and a coal passer entered their names on the shipping articles, and my crew then numbered twenty-nine. It was fortunate my first capture could be scuttled, for the steamer's position was good and a bonfire would have given alarm to all Yankees within 30 miles, and then, too, a cruiser might have been in the neighborhood, which would have [been] attracted by the red glare of the sky and interfered with our fun. The *Alina* was valued at $95,000—not a bad prize.

The manner of destroying a prize depends on the character of her cargo. If freighted like the *Alina* it was better to scuttle—i. e., knock a hole in her side a few feet below her water line from inboard—and the vessel sinks rapidly and will finally disappear as a whole, leaving a few pieces of her rifted deck and bulkheads floating over the great abyss which the water had closed upon. It more frequently happens that to destroy a prize fire must be resorted to, and there is no escape from that method, however much it may be condemned. It is better than [to] leave the prize so disabled and injured as to be useless and yet formidable enough to endanger the navigation of the ocean. Fire consumes, and while it burns the wreck serves as a beacon and informs the sailor of danger; it leaves a small portion of the vessel's keel and floor timbers to float, which are formidable enough if a vessel moving rapidly comes in contact with it. We were forced to destroy our prizes because we were not allowed to take them into a neutral port [for] adjudication. To prepare a vessel for destruction by fire it is first necessary to see all

living animals, except rats, removed; all useful equipment wanted, and discover what combustibles are in her hold, such as tar, pitch, turpentine, and the removal of gunpowder or its destruction by water. The combustibles are then scattered throughout the vessel, bulkheads torn down and piled up in her cabins and forecastle, all hatches open, all halyards let go that the sails may hang loosely, and the yards counterbraced. Fire is then taken from the galley or cooking stove and deposited in various parts of the hold and about her deck. If she is old she will consume like tinder.

This capture produced a marked difference in the bearing of my crew. The work pressed heavily still upon them, but they were now gathering strength in numbers from the enemy's vessels, and the cry of "Sail ho," was always greeted with manifestations of pleasure. After working hours those who desired playful amusement collected in the gangways and gave themselves up to dancing, jumping, singing, or spinning a shore yarn in which the spinner was the hero. Jack is easily entertained and simple in his credulity.

The course was still southward through the bright rays of a hot sun, popping out from behind a cloud which had just wept itself away, to dry our jackets. Jack says rain water is very wet. This expression is in contradistinction to the effect which salt water produces from bathing in it on shipboard or from a tumble overboard. One never takes cold from exposure in salt water.

On the 5th* of November chased, captured, and burned American schooner *Charter Oak*, Gilmer [Samuel J. Gilman] master, of Boston, bound for San Francisco with a mixed cargo. She was supplied with preserved fruits and a few excellent cabin stores, which were appropriated to our use. Two thousand pounds of canned tomatoes were brought on board, and all the delicacies intended for cabin use. Captain Gilmer [Gilman], his wife, her sister (a widow), and her son occupied my starboard cabin. Their personal effects were respected and they messed at the wardroom table with myself. I was still without a cabin table, etc. The widow had lost her husband at Harper's Ferry. He had been a sergeant in the Federal Army. The captain said he had only $200 in gold, and I believe him to have told the truth, and when his wife came on board I presented her with the money, in presence of Midshipman Mason, on behalf of the Confederacy, and on condition she would not give any part of it to her husband, to which she agreed; that of course was a mere pretense, for the fact was I felt a compassion for the women, because they would be landed I did not know where, and the thought of inflicting unnecessary severity on a female made my heart shrink within. A statement made by Captain Gilmer [Gilman] in some New York paper acknowledges kindness he received as a prisoner.

The crew of the *Charter Oak* consisted of a mate and three Portuguese, and during the examination of their luggage United States overcoats were discovered; it gradually leaked out they were deserters from the Federal Army, perhaps belonging to that class of enlisted men known as bounty jumpers. A sword found on board of her was the only trophy I preserved, and I will speak hereafter of its fate. The *Shenandoah* received no aid in men from the prize.

I was amused to witness the meeting between the two captive captains. They met for the first time as prisoners under droll circumstances, and their thoughts ran in the same channel. Gilmer [Gilman]

*6th, sea time.

said to the Searsport Yankee, "What did he do to you?" (meaning his vessel). "He burnt her," was the reply. There was no consolation to be offered the Searsport Yankee; he had lost money, while the Californian, after a few grimaces, took it to be a good joke. They did not remain good friends long. The Californian found Captain Staples objectionable and not companionable. Gilmer [Gilman] accepted the decision of war like a man, and it was he who told me of the quantity of preserved fruit after this fashion: "For God's sake, bring the preserved fruit on board." He also owned a double-barreled gun which I wanted mightily, but that was confiscated.

The *Charter Oak* was fired late in the afternoon, and to satisfy myself she would be enveloped in flames it became necessary to remain near her after night for a few hours. The wind was light, and the bright flames from her hull taking in succession each sail, following the mast to their very trucks, the red glare could be seen a long way off, and was a signal of accidental fire or the work of a Confederate cruiser, and all vessels on a lookout would suspect something wrong; and if it were a Yankee who was familiar with the bonfires of the matchless *Alabama* he would not venture to ascertain the character of the illumination, but rather move away in an opposite direction. I ran the *Shenandoah* to leeward of the burning wreck sufficiently distant from danger of taking fire. A cruiser, if in that region of sea, would be under sail most likely, and if to leeward could not work up fast enough to investigate the fire; and if under steam, she would run to windward to make her observations, which would give me an advantage of seeing her first, and I could be off. The ports were now all cut, the guns in position, and only required men to work them; there were enough for one gun's crew and the powder division. The *Charter Oak* was valued at $15,000.

On the 8th November chased, captured, and burned the bark *D. Godfrey*, of Boston, bound for Valparaiso with a large cargo of excellent mess beef and pork. I regretted to destroy that cargo, but the steamer was full of provisions and room could not be found for more than 22 barrels of each. She was an old vessel, and fire consumed her rapidly. Six of her complement of men joined the *Shenandoah*, and that increased my number to thirty-five men. The *D. Godfrey* was valued at $36,000. The following day was devoted to chasing and boarding foreign vessels. The engineers engaged making iron plates for strengthening deck in rear of guns, to which iron plates the train tackles of the gun carriages were to be hooked. The deck was of soft pine and only 4 inches thick.

On the 9th of November communicated with the Danish brig *Anna Jane*, and I offered her captain a chronometer, a barrel of beef, and bread to relieve me of certain prisoners, to which he acceded, and I transferred prisoners from my first and third captures to the protection of the Danish flag. The chronometer I gave the Danish captain was taken from the *Alina*. Staples accompanied his chronometer.

Soon after separating from the Danish brig I captured and scuttled the American brig *Susan*, Hanson master, of New York, bound to the Rio Grande with coal. She was a very old vessel, and her cargo assisted in sinking her. She was a long time out from Cardiff, and I am disposed to think her captain was pleased at his good luck in falling in with the *Shenandoah*. Three of her crew joined us, and we numbered thirty-eight men. The *Susan*, as I have said, was very old and very weak. She leaked badly, and was the dullest sailer I had ever seen; really she moved so slowly that barnacles grew to her bottom, and it was simply impossible for her crew to pump her out as fast as

the water made. An ingenious machine, simple, but only useful in a breeze, was devised by someone (the patent should be preserved) to keep her afloat if possible. To the pump was attached a shaft half the beam of the vessel, and to the outer end a paddle wheel, which made one side look steamer-like. When she was seen the deck officer reported to me she looked like a steamer. It may well be supposed from our condition that the report was received with attention, and to meet such a customer was not my desire. She was closely scrutinized, and to my great relief, I felt a disposition to examine the curious looking thing more closely. The immersion of her buckets, like all side-wheel boats, depended upon her draft of water, and the quantity of water discharged from her hold depended upon the velocity of her hull through the water. Her captain was a German Jew to all appearances, the first of the kind I had met with in capacity of sailor, and I am sure the brig *Susan* could have been commanded by no other sort of man, and he was purchasable on the following day in exchange for an acting master's mate's appointment, which I could not confer on him, for, although the rating was first-class petty officer, it was impossible to find ship room for his accommodation.

The sun was going down on the 11th instant when a sail was discovered south and east of the *Shenandoah* on the port tack, standing to the south and west, and I immediately entered the steamer on the chase, calculating that if the stranger was equal in speed to the *Shenandoah* we would be in hailing distance soon after midnight. That was our first night chase, and few eyes closed, so curious were many to know the character of the stranger, and some persons doubted if we would see her again, while others thought it might be fortunate for the *Shenandoah* if we never did. Croakers are found in all classes of society. A few minutes after midnight, rather earlier than I expected, a lookout cried "Sail ho," and soon a ship was in full view. Her appearance was immediately investigated through glasses, while a boat was being prepared to communicate with her. Now that she was in hail, the first lieutenant demanded her nationality. She proved to be the American clipper ship *Kate Prince*, with a neutral cargo of coal. I ransomed her on bond for $40,000 and sent the lady prisoners on board of her. My starboard cabin was ever afterwards called the ladies' cabin. The boarding officer, Lieutenant Lee, a nephew of General R. E. Lee, expressed regret that I found it necessary to ransom her, because all of her crew desired to join the *Shenandoah*, and the wife of her master, who was Southern, wanted the ship burned because she was slow, and then, too, she wished to sail in the *Shenandoah*. Her crew consisted of twenty-one men, which would have been a great acquisition to the steamer. Late in the afternoon of the same day chased and captured the American bark *Adelaide Pendergast*,* of Baltimore, under Buenos Ayrean colors. Her captain, Williams, could produce no bill of sale and did not know of an absolute sale; he had been told so; that was all he knew. She was ordered to be prepared for destruction by fire, and the order was partly executed when an officer handed a letter to me directed to her consignee at Rio, which influenced me to countermand my order. She was sailing under an assumed flag, and her owners had done a great wrong to her captain by not informing him of her true nationality, for the concealment exposed him to very grave suspicion. Her destruction was prevented by a sheer accident. She was bonded for the sum of $24,000.

*Bark's name was *Adelaide* and belonged to Pendegast Bros.

On the 13th of November chased, captured, and burned American schooner *Lizzie M. Stacey*, of Boston, bound around the Cape of Good Hope for Honolulu, island of Oahu, on sale. She was new and fast. Her crew, three in all, joined the steamer, which increased her number to forty-one men. That schooner would have made a capital cruiser, and I would have gladly fitted her for the purpose, but the steamer could not spare ten men.

The *Shenandoah* crossed the line (equator) on the 15th of November, and spyglasses were arranged with a fine thread across the lenses to deceive the greenhorns when they were told the steamer was crossing the line to look through the glasses and see the line. Neptune and his wife and his barber, impersonated by a boatswain's mate, gunner, and gunner's mate, came on board, demanded the name and character of the vessel, and asked for his children. He found most of his victims among the officers. I think Lieutenant Lee was the only lieutenant who had crossed the line, and he enjoyed the sport in arraigning his messmates before the throne of the god of the sea, in participating in the use of the applications and implements applied to them before admittance to his royal favor. Tar and grease, with a hose throwing from a donkey engine a stream of salt water 2 inches in diameter, was the ordeal through which one passed on his introduction to the line where his majesty is supposed to reside. The officer of the deck, Lieutenant Grimball, felt secure in his position, but an application to me for his release from duty being granted, I assuming the deck duty, his assailants marched him to his stateroom, where he prepared himself for absolution and was duly shaved and baptized. Mr. Alcott, the sailmaker, a singular genius, notwithstanding he had repeatedly crossed the line, was drenched by the way of a little fun. He wanted to fight, and much to the merriment of his assailants.

The course lay south along the coast of Brazil, and with a cracking trade the ship boomed along splendidly. Nothing of interest occurred since crossing the line, except what was gathered from boarding foreign vessels, till the 4th of December, when the American whaleship *Edward*, of and out of New Bedford three months, was captured. This capture took place in latitude 37° 47′ S., 50 miles southeast of the island of Tristan da Cunha, which was in sight. The *Edward*, Captain Worth, had taken a right whale and was "cutting out," a technical expression—i. e., cutting the fish up and hoisting the huge pieces on board—when she was captured; her crew was so occupied with the fish that the *Shenandoah* had reached within easy range of her unobserved. Her outfit was of excellent quality, and I lay by her two days supplying the steamer with deficiencies. I think there were removed 100 barrels of beef and as many of pork, besides several thousand pounds of ship's biscuit, the best I had ever seen, put in large whisky-seasoned hogsheads, capable of taking 300 gallons of oil; also a quantity of whale line, cotton canvas, blocks, etc. Two of her boats were new, and took the place of my old and worthless ones.

Two days after her capture she was burned, and I steamed to the settlement on the northwest side of Tristan da Cunha and made arrangements with the chief man, who styled himself governor of the island, to receive the crew of the *Edward*, most of which were Sandwich Islanders, and furnished the captain of the *Edward* with six weeks' rations, which was considered sufficient, for no doubt a vessel would touch there soon after my departure and would give a passage to the unfortunates. A Yankee who had been living there for years, to my surprise, said that the South was right. He was after trade. I stayed

only a few hours off the island and then took departure in direction of Australia. I have heard that the Federal gunboat *Dacotah* [*Iroquois*], Commander Raymond Rodgers, took the released prisoners from Tristan da Cunha and carried them to Cape Town, where he expected to find the *Shenandoah*. The carpenter of the *Edward* joined the *Shenandoah*, and a very excellent man I found him to be. My crew was now forty-two men. Whale ships are only valuable prizes when filled with oil, bone, and furs. The *Edward* was valued at $20,000.

The register and papers accompanying a whale vessel resemble those of ordinary vessels in peaceful pursuit. The strength of vessels which were built forty or fifty years ago illustrates the estimate which American shipwrights placed upon the resistance necessary in constructing vessels to contend successfully against the violence of the tempest and seas of the ocean. The timber then used was double in size that now used, and while perhaps greater strength was secured by the introduction of such unnecessarily large knees, beams, and carlines, space for cargo was sacrificed. The improvements which in the last thirty years have been introduced in shipbuilding have revolutionized former theory and model to so great an extent that those old hulks, as they are familiarly known, were deemed so out of fashion and uncertain in making passages, in consequence of their dull sailing, that it proved more profitable to build on the new model vessels for commerce which required dispatch and turn the old hulks over to the whaling service; and for that purpose they became not only useful but very valuable property, because those vessels are built of very strong, large, and heavy live-oak timber carried from the Southern States of America to New England, which kind of material for shipbuilding is not surpassed by [that of] any other country in the world.

Those whale vessels vary from 90 to 100 feet in length, with great beam, and are more easily turned round than vessels of greater length; powerfully constructed, dull sailers, and, sheathed for 40 feet from the cutwater, which is generally shod with iron, are calculated to resist contact with ice when met with in navigating the great floes which are found north of the fifty-eighth parallel of north latitude. They are equipped with boats much elevated at either end above the center and strongly built. On the sternpost and cutwater are fitted rollers for whale lines to run over when attached to a whale. The line is of white hemp, and from 2 to 2½ inches in circumference, varying from 100 to 250 fathoms (600 to 1,500 feet) in length and coiled in large tubs, a precautionary measure to secure its easy flight, free from danger of entanglement, which might result in the capsizing of the boat by the rapidity with which the whale moves when fleshed by a harpoon. The instruments of destruction used on the whale are the harpoon, the lance, and a 2-inch muzzle blunderbuss, of short barrel, constructed of iron, and weighing, I suppose, 40 pounds. The missile used is an elongated explosive shell of 11 to 13 inches in length. This instrument is used by a powerful man on the first occasion when near to, after the whale is struck; the fuse is short, burns quickly, and explodes the shell inside the animal, causing instantaneous death. The boats attach a line to the head by sharp hooks and tow the fish alongside the vessel and proceed to secure and then cut it. A portion of the midship section of the vessel is converted into and is called the blubber room, in which the flesh is thrown and removed for boiling as quickly as time will allow of. The arrangements for boiling the blubber are found on deck between the fore and main mast, constructed of masonry, braced and backed against heavy weather. In the center of the masonry are one or more large

caldrons, into which the blubber is placed, and after the oil is extracted the refuse is used for making fire and generates an intense heat. The hogsheads used for receiving the oil vary in size from 200 to 300 gallons, the very large majority of which are shaken up when delivered to the vessel in port and put together when wanted. Others are used for holding flour in bags, hams, cordage, clothing, ship biscuit, etc., which, when empty, are filled with oil. The odor from a whale vessel is abominable and offensive, although they are not unequaled in that respect by the hide vessels from South America, which may be smelt 50 miles in a favorable wind. The bones of the whale are taken on board and thrown into the whale room, the teeth are barreled up, and the smell of putrefied fish is not a nosegay.

After my departure from Tristan da Cunha for the eastward the steamer was put under canvas and the propeller triced up. While the chief engineer was superintending the securing of the propeller he discovered a crack entirely across the brass band on the coupling of the propeller shaft; that was a sad affair, and further examination satisfied him it was in that condition when the ship came into my hands, but the propeller being then in the water it could not be examined. It must have been known to the former owner before she left the English docks. A temporary arrangement could be made for its use, but no reliance was to [be] placed on it, for the revolving of the shaft might seriously injure the bearings and sternpost. Cape Town was the only place short of Melbourne, Australia, in which such repairs could be made, and after turning the subject over in my mind I decided it best to cross the Indian Ocean under sail, hoping to keep company with good luck, for certainly I had been favored in overcoming difficulties during the seven preceding weeks. The ship was given a more southerly course, that she might be thrown into strong west winds, which belt encircles the earth south of the parallel of 43° with more violence than the corresponding belt north of the same parallel in north latitude.

I crossed the meridian of Greenwich on the 12th of December in a fresh west gale with a high-running sea. The ship rolled very deep, owing to the large quantity of coal in her hold, and steered a little wild, owing to her being by the head; but all sharp and narrow vessels of great length have a tendency to roll deep, while that great length gives stability on a wind. I was instructed to pass the meridian of the Cape of Good Hope by the 1st of January, 1865, and at noon of the 17th of December the *Shenandoah* was east of that meridian with a west wind following fast. The speed of the ship varied with the violence of the wind. When, upon reaching the parallel of 43° 30′ S, the wind was ascertained to be a revolving gale, whose path lay southeast, and freshening with increased violence, it was evident that to continue the course would be almost suicidal, and by changing it to north of east the ship would in a short time find better weather. She rolled so heavily that sea after sea tumbled in over her rails and her preparations for freeing herself were so indifferent the water was several inches deep on deck, flooding all the apartments on that deck. A Christmas dinner had been prepared of the supplies taken from destroyed prizes, but it was quite impossible to sit long enough to enjoy it. Most of the dishes left the table for the deck, and notwithstanding the disappointment at the loss of a good dinner, there was still life enough left to enjoy it as an incident of the sea. Should I ever again make a voyage to Australia I should go very little south of the northern margin of the belt of the west winds. The ship ran out of the gale and found a more genial climate north of the parallel of 40° S. The squalls of snow and hail during that gale were frightful.

On the 29th of December the wind moderated as rapidly as it had risen, and was then nearly at south, bringing with it an occasional squall of fine rain and leaving an ugly cross sea that seemed undecided where to expend itself, and the heaviest appeared to break against the sides of the *Shenandoah*, sending fine spray through the open seams of the hull into the berth deck. The decks were then leaking dreadfully, and all the bedding was more or less wet. A wet watch is unpleasant, but to nod in a chair or turn into a damp bed is even more so. While the ship wallowed in that broken sea under short canvas a sail was reported astern, and she could be seen between the fine squalls of rain. It was soon ascertained what canvas she was carrying, and the *Shenandoah* was made to hold her luff to prevent the stranger passing out of gunshot to windward. Everyone having a spyglass or lorgnette watched eagerly the approaching and unsuspecting visitor, whose hull was painted white and green and seemed little like what we wanted. On asking her nationality she hoisted her flag, which was so faded we found it difficult to recognize, but as she was approaching us it was soon made out, which caused a stifled outburst of delight. She continued to approach and raised a blackboard, a familiar way in which one vessel enquires of another her longitude. Finding she could not pass to windward of the *Shenandoah*, she kept away and ran close under her stern, when our flag was hoisted and bang went a gun. She brought by the wind quickly and an officer was dispatched in a boat to communicate with and send her captain to the steamer with his papers. She proved to be the American bark *Delphine*, of Bangor, bound for Akyab after a cargo of rice intended for the Federal armies. When Captain Nichols was informed that his vessel was a prize and would be destroyed, he replied: "It may cause the death of my wife to remove her. The report of the gun has made her very ill." I referred him to the surgeon, upon whose report I would act. The surgeon decided there would be no risk to her health in removal, and a chair was prepared, a whip fitted to the main yard, and very soon two women and a child were safely landed on our deck.

I was in the act of leaving my cabin when they were being conducted to the "ladies' chambers." Mrs. Nichols asked in a stentorian voice if I was captain, and wished to know what I intended doing with them and where they would be landed. "On St. Paul, madam, if you like." "Oh, no; never. I would rather remain with you." I was surprised to see a tall, finely proportioned woman of 26, in robust health, standing before me, evidently possessing a will of her own, and it soon became palpable she would be the one for me to manage, and not the husband. A refractory lady can be controlled by a quiet courtesy, but no flattery. I took only the live stock from the *Delphine*, and burned her. This capture increased the crew of the steamer to forty-seven men, several of whom were Germans, and for whom I felt little sympathy. The *Delphine* had on board machinery for cleaning rice, and it was stated to be the property of a Frenchman. She was put before the wind in flames, but did not run far before her sails were consumed, and her masts fell one after the other over her sides. The *Delphine* was valued at $25,000.

Thirty-first of December closed the year, the third since the war began. And how many of my boon companions are gone to that bourne from whence no traveler returns! They were full of hope, but not without fears, when we last parted. They had fallen in battle in defense of their homes invaded by a barbarous enemy. War, when waged by unprincipled and brutal civilized man, is always more savage and inhuman than when waged by the untutored savage of the woods. The

Yankees, in their invasion of the South, came with all the vices and passions of civilized men added to the natural ferocity of the savage. They had no magnanimity or chivalry; they fought on a calculation of profit. This fact never left my mind, and reconciled me to the destruction of property which was captured. I felt I was fighting them more effectually than if I were killing the miserable crowds of European recruits which they filled their armies with. For two years they waged war against the South without attempting to interfere with slavery; it was only when they found the negro could be used for killing the white people of the South and serve as breastworks for Northern white troops that they declared him free; it was a new element introduced into the contest, and a very powerful one. They cared nothing for the unhappy negro; they preferred his destruction to that of their white troops.

The 1st of January, 1865, was a lovely day; the sea was smooth and a fair wind blew us along. The new year was welcomed by the hoisting of a flag which had never before been unfurled to the breeze, and the *Shenandoah* had then been in commission two months and eleven days, and had destroyed or ransomed more property than her original cost. The case is without a parallel.* The prisoners were quite accustomed to the situation, and no longer entertained a doubt as to their personal safety. The captain of the late *Delphine* expressed shame for having introduced the condition of Mrs. Nichols's health to save from destruction his vessel, and said enquiringly, "I did not think a lie under the circumstances was wrong." He told me after he sailed on that voyage his little son called his attention to the tenth verse, twenty-seventh chapter of the Acts of the Apostles, Paul's dangerous voyage. The little boy was not over 6 years.

On the following day saw the island of Amsterdam and hove to off the latter to communicate and explore in search of American whalers; sent an armed boat, in charge of Lieutenant John Grimball, with orders to destroy all property belonging to citizens of the United States which he might find on or about the island. After a close search the boat returned, and Lieutenant Grimball reported having seen two Frenchmen who had been left on St. Paul from a French whale vessel to catch and salt fish while she visited the island of Amsterdam; two small patches of cultivated ground and a temporary shanty improvised from the stern of a vessel which rested high and dry, showing that she had been left there by the receding of the waters. I could learn nothing concerning the vessel's history. I do not think that interesting feature presented itself to the minds of the explorers. The crater of an extinct volcano forms the contracted bay of St. Paul, which was alive with a variety of fish, very gentle and easily taken with the hook. The boat could barely pass the reef. The margin of the crater had gradually given away and so weakened near the surface of the water, when an easterly gale broke through its edges and the water rolling in formed the bay of St. Paul.

The officers brought fish, eggs, a few chickens, and a penguin from the settlement. The penguin was not so large as some I have seen, but in every respect the same species of bird which I have seen on the Falkland Islands. The note is identical with that of the bray of the ass. Covered by gray down, unable to fly, and walked with military erectness. Some one pinned a rag around its neck, resembling a shawl *in its* folds, which created much merriment, and as the bird walked away Mrs. Nichols exclaimed, "Like an old woman for all the world."

* See cruise of C. S. S. Alabama, pp. 677–681.

She had tamed down somewhat, and I rather admired the discipline she had her husband under. The ship was under steam off the island and after taking departure sail was made and the propeller triced up. The band of the propeller coupling was discovered to be broken again, and [an] additional number of screws were entered to secure it. The course was then shaped for Cape Leeuwin, because vessels often fish off the west coast of Australia, and many captains of vessels prefer the western route to the eastern for America rather than contend with the severe weather to be met with in the passage around Cape Horn. A change of weather prevented the contemplated visit to Cape Leeuwin, and the ship on the 23d of January met an easterly wind, the most unfavorable quarter for us, and with it came a westerly current, throwing the ship away from her course. Working to windward was no easy task against a current, even for so fast a vessel as the *Shenandoah*. It was absolutely necessary that the vessel should be docked, and notwithstanding the injury which may already have been done, or might follow, to the bearings by the use of the propeller, I felt obliged to use steam, because I desired to reach Melbourne in time to communicate with a mail steamer which would leave on the 26th of January, and if I missed her I would not enjoy another opportunity for some time. Cape Otway was made on the morning of the 25th, and soon after the Heads of Port Phillip were visible. A pilot boat came to us, and I received a pilot, Mr. Johnson, who desired to know why I wished the ship taken into Hobson's Bay. I felt irritated, but he said before I made a reply, "My orders are peremptory about Confederate cruisers." I furnished him with a satisfactory reason to his instructions, and the steamer was pointed for the entrance to the port. We were visited at the Heads by a health officer, who was kind and showed interest in the ship. After his return to the shore the character of the vessel was telegraphed to Melbourne, and a little before sunset she dropped her anchors in Hobson's Bay, cheered and surrounded by steamers densely crowded. Newspapers came tumbling from the steamers to our decks. I was prepared for the reception; it was from generous and brave hearts who believed in the righteousness of the Southern cause. The pilot had said, "You have a great many friends in Melbourne." Lieutenant Grimball was sent with the following communication* addressed to his Excellency Sir Charles Darling, K. C. B.

On the following morning soon after daylight I was aroused by voices in the adjoining cabin, and I heard Mrs. Nichols say: "If these chronometers and sextants were mine I guess I'd make him give them to me." She had claimed every book which was brought from the *Delphine* and requested their restitution, which was granted. Uncle Tom's Cabin Mr. Whittle threw overboard. The early rising was preparatory to desertion. They were getting their things together for an early departure from the steamer. They were told they could go on shore, but they would not be allowed the use of any of the steamer's boats. A shore boat was called and themselves, with their luggage, placed in it and shoved clear from the vessel. Mrs. Nichols's last words were, "I wish that steamer may be burned."

On the 26th a large gang of calkers came on board and commenced calking the vessel inside and outside. Under her quarters calking irons were driven without resistance into the hold of the vessel. This was evidence of the deception practiced in the London docks by [on] the agent who purchased her for our Government.

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*See p. 761.

Several of my crew having been induced to desert the steamer through the influence of the American consul and his emissaries, I addressed a note to the chief of police on the subject, and the following is the reply.*

I had received several anonymous letters concerning a contemplated destruction of the *Shenandoah* by unknown persons on shore, and on that subject I addressed a note to the superintendent of the water police. Subjoined is Captain Lyttleton's reply:

POLICE DEPARTMENT, SUPERINTENDENT'S OFFICE,
Melbourne, February 6, 1865

SIR: I have the honor to acknowledge the receipt of your letter of the 31st ultimo, requesting police protection for the Confederate war steamer *Shenandoah*. I beg to inform you that I have instructed the Williamstown water police to give particular attention to the vessel. I should have replied to your letter before, but that from some cause, which I shall enquire into, it only reached me on the morning of the 4th instant.

I have the honor to be, sir, your most obedient servant,

THOMAS LYTTLETON,
Superintendent.

Captain WADDELL,
Confederate War Steamer Shenandoah.

The following telegram† was sent by the chief of police to Mr. Beaver, assistant superintendent of police, Williamstown.

A large police force surrounded the vessel and took possession of the patent slip. I was in possession of the above telegram when I wrote the following letter.† It was secretly conveyed to me by the engineer of the patent slip, who was the most ardent foreign Confederate I had ever seen. On the 14th of February, when the telegram was sent from Melbourne to Mr. Beaver at Williamstown, all the militia at Melbourne were turned out under arms, and artillery companies were sent to the beach to threaten the *Shenandoah*, which was a display [of] intellectual military weakness I was not prepared to witness, for the *Shenandoah* lay in a helpless condition on the slip, where it appears she was decoyed for the purpose of insult. She could not have done more than resist boarding, and so long as the Government did not attempt to search the ship nothing could occur to occasion loss of blood or life. The Government was informed through rumor that if the ship was not "released within twenty-four hours I would surrender her with officers and crew to her Majesty's Government."

On the 16th of February, 1865, acknowledgment to my letter was given by a clerk in the employ of the attorney-general, and brought to me by a servant of that officer, which was instantly returned to the person who sent it. The information I sought was not furnished by the attorney-general; he could not, perhaps, write intelligently on the subject. I have no record of his name; I think his name is Smeade.

There was a Mr. MacFarlin, a customs official, who did not have the intelligence to draw the distinction between a national and private vessel, who for many days, with his assistants, kept watch over the *Shenandoah*. His visits to the ship were daily, and always very friendly toward us, but that was to cover the indelicacy of his visits. I took occasion to inform him of the character of those visits, and explained to him the difference between a merchant, privateer, and national vessel, which distinction he accepted, and we were not troubled by such *visits* as much as we had been before. The majority of the governor's *council* were inimical to the South, many of whom were engaged in *trade* with the Northern States of America, particularly Mr. Francis,

* See p. 766. † See p. 770.

the honorable the commissioner of trade and customs, who was part owner in a shop which dealt in Yankee notions. He fraternized with the Yankee consul in business and politics. All the Government understrappers manifested a caution in their intercourse with us in ship affairs, but were not backward in asking questions, such as "Where will you go from here?" To which the executive officer gave the laconic reply, "Do you suppose I would be such a ——— fool as to tell you if I knew?" The governor, I was told, was our friend.

I now pass from the correspondence to little incidents inaugurated by the hostile shore party to tempt my firmness in observing the laws of neutrality. Every effort was made to entangle me in legal difficulties. In seventeen days I received forty-seven letters, a large majority of which were applications—bogus, of course—for service in the *Shenandoah*, some of which bore signatures or simply initials, asking for paymasters', doctors', clerks', or marine officers' positions, and a few informed me the ship would be destroyed at her anchorage if a constant watch was not kept. I made no reply to any of those communications. I asked protection of the police in reference to the destruction of the vessel. Here is a specimen of the letters asking employment, etc.: An old woman with a lad of 12 years came several times to the ship and represented they were from Mobile; that she was too infirm to support the lad any longer, and asked, as he was born in Mobile, and her grandchild, that I would receive him and ship him in the Confederate service. She was referred to the attorney-general in Melbourne for advice in her case, and directed not to renew the application unless provided with a certificate setting forth her indisputable right to enter the lad in the service of the Confederate States, and accompanying the certificate the attorney-general's consent to such an arrangement. The plot was well laid, but having failed, the old woman and her hireling never returned.

When the superintendent of police, Captain Lyttleton, visited the *Shenandoah* with the search warrant I received him kindly, and he cautiously introduced the subject of his visit, which was that he held a warrant for a certain man (Charlie) who was reported to have joined the *Shenandoah* since the ship anchored in Hobson's Bay, and asked if he introduced witnesses on the deck of the vessel to identify the man if found would they [the witnesses] or any part of them be arrested if it should prove they had deserted from the *Shenandoah*. I replied that the deck of the *Shenandoah* represented Confederate territory, and every violation of the law or the usage of the sea service committed on her deck would be punished by the laws which governed the ship. Therefore if any deserter from the *Shenandoah* appeared on her deck, it mattered not under what circumstances, such arrests would be made. His application to search the vessel was refused, and he was informed, should the Victoria government attempt so great an outrage, the *Shenandoah* would be defended at every risk to life. In consequence of that interview with Captain Lyttleton, Captain Standish, chief of police, was directed by the governor in council to send the telegram to Mr. Beaver, which is embraced in statement* made to council, asking opinion as to his excellency's detention of the *Shenandoah* on the slip.

I gave to my crew twenty-four hours' liberty to amuse themselves on shore, and through the agency of the American consul and his emissaries a negro, sixteen Germans, and an Irish-American were induced to desert the steamer. I made application for the issue of arrest warrants

* See p. 773.

for each deserter, and applied to the chief of police for assistance, but each application was denied, a discourtesy which was never extended to any commander of a Federal vessel in a British port.

I was treated rudely by Sir Charles Darling and his council, but the good people of Melbourne were kind and did not forget we were strangers and distinguished from all other visitors on account of our peculiar position politically. The *Shenandoah* left the slip on the afternoon of the 15th of February, 1865, without accident, cheered by a crowd of idle spectators which had collected on the adjacent wharves and saluted by the colonial steamer of war *Victoria*. She was immediately taken to the coal ship *John Fraser*, which vessel had recently arrived from Cardiff with coal and of the kind I wanted, and she was supposed to be my consort, but there was no truth for the suspicion, although the coincidence was singular. She arrived in very excellent time to supply my want, and I purchased of her 250 tons of coal. The afternoon of the 17th of February found the *Shenandoah* at single anchor, under steam, and ready for sea. I was visited after dark on that evening by Mr. ———, with a request from the proprietors of the Argus for a copy of the correspondence which passed between the Government and myself and expressing their intention to publish it if I would give them copies. The application was gratifying to me, for I desired the Richmond Government to know what had transpired, and I also desired the opposition party in Melbourne to be in possession of those letters, which would acquaint it with all the facts connected with the steamer's visit and the action of the Victoria government in the case. The correspondence was published. I had employed a carpenter to make and put up a bureau in my cabin, and while he was engaged about it, fitting it to the side of the vessel, he told me he had heard in a restaurant some Americans discussing the feasibility of smuggling themselves on board, and after the steamer was at sea to capture her. I was in bed during the reception of that *morceau delicieux* of intelligence and replied, "If it is attempted they will fail, and I will hang every mother's son of them."

Repairs and supplies cost the steamer something over £4,000, and my strong box was quite emptied of the £5,000 which was considered amply sufficient by the disbursing agent, Commander James D. Bulloch, for defraying the expenses incident to the cruise which I was ordered to make. When the ship left Melbourne there were not $5,000 on board, nor was I furnished with any letters of credit to fall back upon in case of need. I do not complain of nor do I dwell on this fact, but I state it as a part of the history of the vessel I commanded, and as showing how much or little of the funds of the Confederate Government accumulated in Europe toward the close of the war came into my hands. I feel the more bound to make this statement because my accounts, from the destruction of the Confederate Government, having been subjected to no official inspection, I desire to acknowledge by this public statement my responsibility to the judgment of the people of the South. I was ordered to perform a distant and dangerous service, which excited an anxious solicitude for all concerned, and nothing should have been forgotten, neglected, or denied the steamer which could have been so easily supplied.

The 18th of February, saw the *Shenandoah's* anchors on her bows, and at 7 o'clock she steamed from the anchorage toward the Heads of Port Phillip, a distance of 30 miles. The pilot, Mr. Johnson, who had brought the steamer in from sea, had since run a vessel on a shoal, which had its bad influences on his professional ability with many

ship captains, and a brother called and stated the facts connected with his case to me, adding, "Captain, if you will let him take your steamer to sea he will be again on his feet." The pilot, Mr. Johnson, took the *Shenandoah* to sea. The harbor master, Captain Fergusson, a miserable apology for a man, lent himself in the laudable capacity of spy and fancied himself beyond my discovery. He even directed Mr. Johnson to communicate to him any irregularity which Mr. Johnson might observe during his pilotage of the vessel to sea, and if the steamer received any additional force in men after she left her anchorage. This was all communicated to me by the pilot. All the understrappers of that English nobleman's administration of a colonial government with whom I was brought in contact imbibed that driveling spirit for petty annoyances which characterized the conduct of the overzealous and scrupulous, peddling James G. Francis, commissioner of trade and customs, pressed on by the designs of a less miserable wretch, represented in the official capacity of American consul. I am surprised that even the United States should be so represented. With such characters English gentlemen have no sympathy, but the very knowledge of their low character, such as Mr. Allen, and the desire to keep them off from any private association, requires British officials oftentimes, as in this case, to be unusually strict in all official obligations toward them. This attention more frequently is the result of the contempt in which they are held. Yankee vanity always ascribes it, however. to admiration for or fear of his country.

Once more on the bright blue sea, standing away from the land, feeling as free as the ship let loose to the breeze in chase to the westward. The pilot had left us with his good wishes, but the parting was not accompanied with those home feelings which cluster around the heart when shaking the hand of the man who would so soon return to our native soil. No letters or words of affectionate recollections were to be conveyed through him to those we had left behind; a feeling of impatience hurried him over the side, and no regret was entertained for the separation. The vessels in sight were bound for Port Phillip, when, on their arrival, would be made known our communication with them and the direction taken by the *Shenandoah*. Soon after night closed in the steamer's head was turned toward Round Island, in Bass Strait. The moon shone beautifully bright, the atmosphere was clear, cool, and the sky looked more distant than I had ever before observed it,

> While the stars that oversprinkle
> All the heavens seemed to twinkle
> With a crystalline delight.

I had received on the spar deck in bags coal for steaming to the western edge of the South Pacific. At 1 o'clock of the 20th, during the midwatch of that very excellent gentleman and gallant officer, Lieutenant John Grimball, land was seen ahead. It was unexpected, and its appearance showed a powerful local attraction, which, if the night had been dark, might have resulted in the loss of the ship. At sunrise we had fairly entered Bass Strait, with the wind at east of north, light and good for steaming. I continued the vessel under steam until Cape Howe bore per compass N. N. W., when sail was made and the propeller triced up. The ship's company was now augmented, receiving in exchange for one Irish-American, sixteen dirty Germans, and a negro, who had deserted in Hobson's Bay under promise of $100 from the American consul (the same was offered a quartermaster by name of Hall, who *informed me), thirty-four* young American seamen and eight others *of different nationalities,* who had smuggled themselves on board th

steamer the night before she left Hobson's Bay. That increase of men placed on our deck seventy-two men, equal to any emergency, all quite homeless and accustomed to a hard life, more in search of adventure and fun than anything else. The executive officer, Lieutenant William C. Whittle, jr., who was always active and intelligent in the discharge of his peculiar duties, saw a force assembled and placed under his direction which was nearly sufficient to supply the crews of all divisions. A sergeant, corporal, and three privates formed a nucleus for a marine guard, and their uniforms were to be made cap-a-pie. The sergeant, George P. Canning, represented himself to have been an aid-de-camp to Right Reverend Lieutenant-General Leonidas Polk. There were representatives from New England among the crew. (Where is it one does not meet with that class of humanity?) To find a genuine Yankee on the deck of a Confederate war ship, manifesting delight in the destroying of his countrymen's property, was droll indeed. But those men may have been better read in Rawle's Interpretations of the Constitution of the United States as enunciated by the founders of that instrument than W. H. Seward and his motley crew.

The wind hung at east of north, forcing the ship sometimes on a course south of east, and then backing in more northerly, she would come up to a course north of east. To the northward were the Middleton, Lord Howe, and Norfolk islands, which I would like to have visited, but the foul wind prevented, and I could not afford to expend coal in perhaps a fruitless search for whalers. Those islands are claimed by the British Government, and lay contiguous to the coast of Australia, and are in easy communication with Sydney. If the ship had been favored with a good wind I would have visited the whaling ground of each of those islands, but to nurture the supply of coal was of the utmost importance. The delay of the steamer at Melbourne had operated against success in the South Pacific. The whaling fleet of that ocean, known as the "South Pacific whaling fleet," had received warning and had suspended its fishing in that region of ocean and had taken shelter in the neighboring ports, or gone to the Arctic Ocean, which was most probable. The presence of the steamer in the South Pacific waters dispersed that whaling fleet altogether. No captures were made there. The number of that fleet is never more than forty. The wind, however, held on at the north and east until the ship had nearly reached the meridian of the Three Kings, situated west of the most northwesterly point of north New Zealand, when a favorable change of wind occurred and the ship made a more northerly course, passing between Fearn and Conway islands, thence along the Fiji, Rotumah, and Ellice islands, these islands being within the tropics and covered with verdure and undergrowth, temperature varying with the strength of the wind. When to the north of Fearn Island a revolving gale from northeast caught the ship. I had no choice as to what tack to lay the steamer on, for there were too many islands west of her whose exact locality was too indefinitely ascertained to risk the vessel on the starboad tack; nor could she be run for the same reason. Fortunately the gale worked westward, and the ship's head being southeast and easterly, she kept out of its path. I had never [in] twenty-three years' service seen such a succession of violent squalls; she was enveloped in salt mist and tossed about by an angry sea like a plaything. The machinery operated so well and the ship's preparations in port for contesting with adverse weather were so complete in character that wind and wave seemed bent on testing her strength. I have never witnessed a vessel in a gale stand up against her adversary in better style; it was the first occasion

of lying to. Her easy motion, stability, and dryness increased my admiration for the little ship. The gale lasted four days, and a calm ensued.

On the 21st of March, in latitude 8° 35′ S. and longitude 172° 51′ E., failing to pick up the trade winds, and being wearied from excessive heat and a deluge of rain, ordered steam and steered in a northerly direction in search of wind. Sighted Drummond Island and ran sufficiently near to communicate with natives who came out in their canoes to beg and trade a little fruit. They are copper colored, short in stature, and without an article of clothing. A day or two after leaving Drummond Island communicated with a schooner from Honolulu on a trading voyage among the islands in search of tortoise shell, and learned some valuable information about American whale vessels in Lea [Lod?] Harbor, island of Ascension. Ship under sail again, with a fine trade. The following day made Strong Island and put the steamer under steam. Ran close enough to see into the harbor of Chabrol, which is a place of rendezvous for whale ships. The harbor was empty. Skirted all sides of the island but the north; lifted propeller and made sail for the island of Ascension [Ponapi], one of the Caroline Group.

The ship had now a fine trade wind and was running along smoothly and rapidly toward the island, which came in view during the forenoon of the following day after my visit to Strong Island. A little before midday she was sufficiently near to distinguish four sail at anchor close in with the land, and I began to think if what we believed to be whale ships of New England should prove of other nationality it would be a very good April fool. The Honolulu schooner was the only sail we had seen from the 20th of February to the 1st of April, which was evidence at least that the South Pacific whaling fleet had taken flight. We never on any other occasion were as long without seeing a flag. It was a lonely and solitary feeling that only those in our situation could realize. We were sailing over almost unknown seas, and the monotony in our state of excitement excited an ardent feeling [which] was intolerable.

The ship was under steam, running along the land, when a small boat came in sight from which I received an English pilot (Thomas Harrocke, of Yorkshire, England, was thirteen years on the island), who had been a convict many years before at Sydney, Australia, and who had made his escape therefrom, reaching the island of Ascension, I never learned in what way, and married a native woman. I questioned him about the vessels and the port, found there were American whalers in Lea [Lod?] Harbor, and that there was work enough for the *Shenandoah*. The pilot was directed to anchor the steamer inside the reef, and if he wrecked her I would hold him responsible. The flag was not yet shown, and the pilot was in perfect ignorance as to our nationality, nor did he ask any questions. The preparations for anchoring being made, I accompanied the pilot and kept with him until the steamer was anchored in 15 fathoms water with both anchors down. Three vessels hoisted the American flag; the fourth hoisted the Oahu flag. In that snug little harbor about mid-channel is a rock awash, and the steamer was unavoidably and uncomfortably near to it; she should not swing in its direction too near. To avoid accident it was necessary to run hawsers out from her quarters to stout trees on shore and tie her up. After the steamer was provided against accident four armed boats [four boats were armed], the second and third cutters, port and starboard whaleboats, respectively commanded by Lieutenants Grimball, Chew, *Lee, and Scales.* These boats varied in dimensions, neither of

them being over 32 or under 28 feet in length and less than 6 feet in beam. They were strongly built and carried a prize crew of seven men each. Each lieutenant had one or more subordinate officers under his command and conducted the affairs of his special duty independent of the others, making his report through his subordinate officer to me. The armed boats were dispatched with orders to capture the vessels and to send their officers, ship papers, log books, instruments for navigation, and charts to the *Shenandoah*, and remain in charge of their respective prizes until further orders from me. The charts were all important, because the ship was not furnished with such as whalers use, which show every track and where they have been most successful in taking whales. With such charts in my possession I not only held a key to the navigation of all the Pacific Islands, the Okhotsk and Bering seas, and the Arctic Ocean, but the most probable localities for finding the great Arctic whaling fleet of New England without a tiresome search.

After the boats had left the steamer our flag was hoisted and a gun fired. This signal, announcing the character of the steamer, aroused all the surrounding country; the natives along the shore who were gazing at the vessel sought shelter in the bushes, and the American whalers hauled down their flags. Some officer, directing the pilot's attention to our flag, asked him if he knew it; he said he had never seen it, but as the boats were gone after the Yankees it might be Jeff. Davis's flag, for he had heard of a big war in America, and in all the big battles the South had whipped the Yankees. When I told him of our character he said: "Well, well, I never thought I'd live to see Jeff. Davis's flag." That was President Davis's popular name in Ascension or Pouinipete [Ponapi], which with the natives bore the signification of king. Looking at the flag he said, "It is pretty, and looks like the English white flag." He told me there were five tribes on the island, each having their king, their princes, and chiefs or noblemen; that their currency was the cocoanut, and that metal money was of no value to the natives; that they are fond of finery, tobacco, liquor, powder, and shot; that no principle of honor controlled them in their intercourse, but fear of injury made them respect whatever they solemnly entered upon. They are semibarbarous, have no knowledge of a Creator, or if they have been better informed do not regard it. There is a Yankee missionary on the island, but whatever he may teach in holy things, he has learned them to doubt his contracts with them for tortoise shell. Their king is the object of adoration, and yet I could not observe any great amount of respect paid him. They inhabit an island 7 miles in circumference, in constant verdure, covered with fine fruit, their rivers and harbors swarming with food fish. The pilot told me that the king and princes of the tribes had heard of the war through him, and he received his intelligence through newpapers which vessels had left at the island, and that they were great admirers of our Chief Magistrate. Although the pilot spoke of his Excellency President Davis as Jeff. Davis, he intended to convey no disrespect to that devoted patriot and world-renowned representative of the South. He had heard of the war, and with it he had heard associated the name of the great political chieftain; and with the clash of Southern arms, which electrified the minds of men in the remotest parts of earth, its heroism and dash were "borne upon the wings of the morning" and wafted by the breezes into the very habitations of the isolated barbarians. There in their imaginations stood clothed in brilliancy the peerless son of America, their wonder and admiration. There stood the

name of Jefferson Davis in that contracted island, peopled with men little removed by association above the level of brutes, but sufficiently intelligent to appreciate worth and obstinate bravery, for the deeds of brave men were his, and all that arms could win was represented by his name.

The pilot was my interpreter. I sent my gig with a petty officer, accompanied by him, to convey to his majesty the king of the weather tribe (King Ish-y-paw, of Martinile) my earnest solicitation for his health, peace, and prosperity, and a strong desire to have him visit the *Shenandoah*, one of Jeff. Davis's ships. In an hour after the gig had left the steamer she was on her return with the royal party and with several sitters. Seventy war canoes, decorated with faded bunting or colored cotton, pulled at a respectful distance from her. In the gig were seated the king, the hereditary prince, and four chiefs, each with a wreath of flowers encircling the brow, and an apron made of sea grass, which fell from the hips halfway to the knee. Their bodies shone in the sunlight as if covered with oil. I was prepared to receive his majesty and met him at a gangway. He came up the side very cautiously, and, arranging his apron, seated himself between the headboards of the gangway, smelling furiously of cocoanut oil, a protection against mosquitoes and almost anything else, and blocking the passage to the hereditary prince, who was hanging on outside of the vessel to a manrope. The pilot was still in the gig. It was impossible for me to speak to his majesty. He was therefore very unceremoniously introduced to the deck (by the motions of head and hand), on which he stood perfectly erect, as if expecting a submissive bow from all present; and after his retinue reached the deck and arranged themselves in their respective orders and with respect to their sovereign I was presented to his majesty by the pilot, who simply said with a backward motion of the head, "That's the king, sir." I invited his majesty and suite to my cabin, and the officers were asked to witness the proceedings, for such things are interesting; the absurdity makes it so. The topic for discussion was postponed till after the introduction of the pipe and Schiedam schnapps, not a bad introduction, as it was a sort of prelude to something else which interested me more, and my august visitor became quite at his ease, although singularly impressed by the objects of capture which were in the cabin, and its general appearance. He said to the interpreter, "I wish to spit, but don't like to spit on the carpet," which had at least a suspicion of gentility, and a spittoon was supplied such as are generally used on shipboard, made of wood and filled with sand. I observed then for the first time that the lobes of the ears were split, and seeing a pipe handle pushed through and suspended in the opening of the lobe, I understood the use made of them. A few glasses of Schiedam drew forth friendly sentiments from his majesty. The officers who had taken charge of the prizes had sent their mates, papers, etc., but the captains were absent on a jollification in one of their boats. An armed boat was kept in readiness to capture the party when it should [make] its appearance in the harbor, which it did about sunset, and was conducted to the *Shenandoah*. The captains of the three Yankee vessels could give no good reason why their vessels should not be confiscated and they held as prisoners, while the captain of the Oahu vessel could not produce a bill of sale and could not swear he was cognizant of the sale of his vessel to a Honolutian of Oahu. She bore the name *Harvest*, of New Bedford; she carried an American register; she was in charge of the same captain who commanded her before the war on former whaling voyages, and her mates

were American. I therefore confiscated her and held the captain a prisoner. The names and value of the vessels were: The *Edward Cary*, of San Francisco, valued at $15,000; the *Hector*, of New Bedford, valued at $35,000; the *Pearl*, of New London, valued at $10,000, and the *Harvest*, valued at $35,000. Taken collectively, their crews numbered 130 men, and were composed of Honolutians, a timid, mongrel race, easily imposed upon and cheated, but suiting the purpose of such men as command whalers. The question of confiscation being settled and the captains being locked up, it became important to sound his majesty on the subject of neutrality, and therefore he made me a special visit with his council to discuss the question. An old axiom is, Politeness and consideration for the acts of others cost nothing and often buy a great deal. One of the captive captains had been engaged in the infamous blocking of the Charleston channel with stone. He was disposed to be impertinent, but a pair of irons cooled him down. Another one of them claimed a Virginia mother; although he was considered a New England man, [he] gave me a good deal of information about the probable places the whaling fleet would be found.

The king is not invested with arbitrary power; is only considered as the first among the citizens. His authority depended more on his personal qualities than on his station. It is easy to imagine that an independent people, so little restrained by law and cultivated by science, would not be very strict in maintaining a regular succession of their princes. Though they paid great regard to the royal family, and ascribed to it an undisputed superiority, they either have no rule or none that is steadily observed in filling the vacant throne; and present convenience in that emergency was more attended to than general principles. The authority of a king must not be considered as altogether elective with the tribes; if any king left a son of an age and capacity fit for government, the young prince naturally stepped on the throne; if he was a minor, his uncle or the next prince of the blood would be promoted to the government. The administration of government, the tacit acquiescence of the people.

On the 3d of April his majesty, accompanied by the hereditary prince and chiefs, came on board and assembled in my cabin. The pipe and schnapps performed their office, and when the king and his court felt themselves comfortably seated the conversation was introduced, through the interpreter, by explaining the position of the ship and the character of the war, which, I said, was so familiar to his majesty it did not need repetition; to which his majesty grunted. I think he questioned his intelligence on that subject. He drank more often than any one else, and never sipped his liquor—drank bumpers.

I said the vessels in port belong to our enemy, who have been hostile to us for forty years and will be always so until the end of time. "Then," said he, "you don't like one another." "No," said I; "it is incompatible with virtue that the South should ever be reconciled to the North again; blood has been spilt; life has been taken; our countrywomen have been outraged and the unprotected have been driven into the forest for shelter while their homes are destroyed by fire. I am ordered to capture and destroy their vessels whenever it shall be in my power to do so, and if your majesty's laws of neutrality" (here he looked confused) "would not be violated, I will confiscate the vessels in port; and as there is very little in them which the steamer requires, I propose to present their contents to your majesty, which you can make use of as you may wish, and when your tribe have finished with them I will take

them to sea and burn them." His majesty, after a short conference with his chiefs—the hereditary prince was not consulted—said: "We find nothing conflicting with our laws in what you say; there are shoals in the harbor on which the vessels can be run and there destroyed;" but he desired that I would not fire at them, for the shot would go on shore and hurt some of the tribe. I agreed to all his views, and commenced removing such things to the steamer as were required, and brought the *Harvest* alongside of the *Shenandoah* to receive her fresh water, provisions, and 5 tons of sperm oil, and directed the officers in charge of the prizes to run the vessels on the shoals and allow the natives to take possession of them until further orders. Among the stores sent to the steamer were seventy down-east muskets, which had been for trade with the islanders, and two dozen infantry pants and coats. The pants would answer for the marine guard which I hoped to be able to recruit for the steamer. I said to his majesty, "My fasts on shore are very insecure; a wicked person could cut them at the very moment when, for the safety of the vessel, they should hold on, and if such an accident should happen to the vessel a flaw of wind might drive her on that rock," pointing to it; several of the men of the prizes were on shore, having deserted their vessels as soon as our flag was hoisted. "Now, I desire your majesty will station one or more of your warriors to guard the fasts, with orders to shoot anyone who should go within prescribed limits." He replied, "I have the warriors, but I have no muskets and ammunition." His majesty was now on such familiar terms with me that I could, without evoking royal displeasure, make suggestions and crack a joke at his expense, and I do not think he considered me undignified, for he frequently addressed me as his dear brother.

I struck a bargain with his majesty by offering him the seventy very dangerous muskets and some ammunition if he would guard the fasts. He accepted the gift and sent his order for guarding the fasts, which was promptly obeyed. No one knew the character of the musket in the hands of the guards, not even themselves; but I would have preferred the muzzle to the chamber as far as danger is concerned. His majesty expressed a desire to examine the steamer with his staff, and when he was informed of the pleasure it would afford me to accompany him, I handed him a sword which I begged his acceptance of, as it might prove of value to him at some future time. That sword was once United States property, and was found on board the schooner *Lizzie M. Stacey* in the North Atlantic. His majesty had never seen a sword and did not exactly understand its use or manufacture. He was induced to belt it to his naked waist, and some one of his chiefs hung it to his right side, which caused me to ask if his majesty was left-handed. His majesty eyed the weapon suspiciously, and his expression of countenance conveyed such an enquiry of doubt as to the propriety of having it so near his royal person that I was quite overcome with laughter, and I endeavored to conceal from his majesty my merriment, when I observed him unbuckling the belt, evidently not well satisfied. I told him it was absolutely necessary he should have the sword during his visit through the ship, and he reluctantly removed his hand from the belt. We had reached the engine-room hatch and were in the act of descending to the engine room when I saw his majesty's legs entangled with the sword and the hereditary prince assisting to disengage it; he could not descend the ladder with the sword to his side, so he removed it and the prince took charge of it. The machinery excited his surprise and amused him, and his expression of wonder was communicated by a chuck

of the tongue, which his retinue echoed. He forgot his dignity and rested against a part of the machinery, when he became smeared with a white coating that is used to prevent rust.

His majesty, after his return to the cabin, invited me to pay him a visit at the royal residence, which is only established during prosperous seasons at some locality where the fishing is good. That residence was near the margin of the harbor and built on six piles sufficiently elevated to be above the reach of the flood tide or the overflow of the river "Fresh Water." I have forgotten the native word. The residence was built of cane interlaced with vine and roofed with the broad leaf of the cocoanut, and a pair of rickety wooden steps led to the entrance. A prince met me at the place where I landed with suite and conducted me to the royal residence, but did not go in. There was but one room, 6 by 8 feet, in which the royal family slept, ate, and received their visitors. His majesty's bed was a simple mat, unfolded in a corner to the right of the entrance, and his queen was sitting near him with her hands and chin resting on her knees. He did not rise from his mat when I entered, nor did his queen in any way acknowledge my presence; it would not have been court etiquette for her to do so; but his majesty beckoned me to a seat. The furniture consisted of two wooden chairs, a box, and an old trunk, the latter (being soft on top and empty, I suppose was the seat of honor and used by his majesty on state occasions) was offered to me.

The queen was downright ugly, the first really ugly woman I have ever seen, and his second wife. The king desired to marry her before the death of his first queen, of whom he had grown tired, but the old queen would not consent to the marriage, because she would be put aside to satisfy the law with the tribe that their king can have but one lawful wife. The old queen, however, died suddenly, into which no enquiry was made, and the King married the following day.

The center of the roof was supported by two upright poles and between their heels was an open space devoted to the deposit of fruit and other eatables. The conversation was introduced by the king asking when the steamer would probably sail, and what I intended to do with my prisoners; that he supposed they would all be put to death, for it was right to make such disposition of one's enemies. I told him they would be unharmed, and that in civilized warfare we destroyed only men who were in armed resistance to us, and paroled the unarmed. "But," said his majesty, "war can not be considered civilized, and people who make war on an unoffending people are bad people and do not deserve protection." I consider that pretty good for a savage. He said the above because he feared the prisoners whom I should leave behind.

I told the king I would sail the following day, 13th April, and should convey to our President the kindness which he had shown the *Shenandoah* and the respect he had paid our flag. He said: "[Tell] Jeff. Davis he is my brother and a great warrior, and that I am very poor, and that our tribes are friends, and if he will send your vessel for me I will go to see him in his country. I send these two chickens to Jeff. Davis (they were dead) and some cocoanuts, which he will find very good." His majesty had no conception of the distance to America, which he took to be an island like his own somewhere, and believed that within a few days the *Shenandoah* would convey safely his royal gifts to Mr. Davis.

The muskets were lying about the yard around the royal residence, and a few natives were oiling them. He seemed to feel perfectly secure

from harm now that he was possessed of so many weapons. When I was about to leave he rose from his mat and said he would go with me to the boat, and when I reached her I found the chickens wrapped in cocoanut leaves, and one dozen cocoanuts. The king was always cold and reserved in manner; he was a selfish old beggar until the schnapps and pipe warmed him, and he did not consider it undignified or unselfish to ask for whatever he fancied and show displeasure if refused. He is, however, not unlike his brother sovereigns of this world in that particular, although civilization has caused the powerful to check their wants. Kings are no longer created by wars. He sent on board several times fruit and a few fish, and visited me every day, when he took his schnapps, of which he was too fond. I gave him a silk scarf, which he admired, and he sent me a belt for the waist woven by some one of his people out of fibers of the cocoanut and interwoven with wool, which had been traded for among the whale vessels which touch there to take in yams, water, hogs, and poultry preparatory to a voyage along the line or in the North Pacific. The belt is peculiar, manifesting intelligence in the art of weaving and taste in blending colors. It is preserved as a memento from the only sovereign who had an independence of character and fearlessness of disposition to perform a common duty toward a righteous people and just cause. The prizes were run upon the shoals selected by the king, and the canoes surrounding them were handled more beautifully and skillfuly than I had ever seen man handle boats. Every movable plank, spar, and bulkhead were taken on shore for flooring purposes, and the sails were removed from yards and sail room for tents and to be converted into sails for their canoes, and as the consuming vessels floated higher the canoes approached their sides and peeled the copper from their bottoms. The natives placed a value on that metal, and I was informed some of it would be used for pointing spears and arrows, some would be converted into breastplates and shields, and some traded with the neighboring tribes. I saw a great many of the natives, male and female. They are delicate in form, high cheek bones, flat noses, small feet and hands. The women are decidedly homely, but graceful. His majesty made me a present of the royal princess, which gift I was rude enough to decline; I told him I was married.

Preparatory to leaving Lea [Lod?] Harbor I asked permission of the king to land my prisoners, whom I provided with provisions and two whaleboats. The prisoners preferred to land there than at the island of Guam, and that arrangement suited best. The morning of the 13th of April saw all prisoners clear of the steamer, and at noon she tripped her anchors and stood to sea, leaving to the care of the king and his tribe 130 disappointed whalers, who had been accustomed to illtreat the natives and cheat them, besides introducing loathsome diseases never till then known to the tribes. That harbor will always be one of interest to the Yankee whaler, and tradition will point out the exact shoals on which the prizes were burned, the management of the affair, and where the *Shenandoah* lay calmly at anchor amid that scene of vengeance and destruction.

On leaving Lea [Lod?] Harbor the vessel was continued under steam, passing to the eastward of the island of Ascension until that island bore per compass southwest, and then sail was made to a fine trade wind, and I lifted the propeller. When due east of the island the course was north, leaving to the westward the Ladrone Islands, for it was my intention to keep the ship east of the Los Jardines, Grampus, *and Margaret islands,* and passing her to the westward of Camira, *Otra, and Marcus islands.*

In all the course of my sea life I never enjoyed more charming weather; the sun shone with splendid brilliancy, and the moon shed her peculiar luster from a dark-blue vaulted sky, while the vast mirror below reflected each heavenly body and flashed with sprightliness as the great ocean plow tore the waters asunder, and for ten consecutive days I would stand for hours on her deck gazing on that wonderful creation, that deep liquid world.

The track of vessels bound from San Francisco and many from the west coast of South America to Hongkong lay between the parallels in north latitude of 17° and 20°, because the trade wind is better there than a more northerly route would find them, and the track for vessels bound to San Francisco and other ports along the west coast of America from the China coast lay between the parallels of 39° and 45°, because west wind prevails.

I spent several days in cruising along those frequented paths, but did not see a sail; the delay was, however, not without its reward, for the old boatswain had time to see things in his department in good condition for hard knocks. After the vessel had reached the parallel of 43° N. the weather became cold, foggy, and the winds were variable and westerly in direction, but unsteady in force, and that ever-reliable friend of the sailor, the barometer, indicated atmospheric convulsion—change in weather. She was prepared for a change of weather, which was rapidly approaching; the ocean was boiling from agitation, and if the barometer had been silent I would have called the appearance of the surface of the deep a famous tide rip. A black cloud was hurrying toward us from the northeast, and so close did it rest upon the surface of the water that it seemed determined to smother and blot out of existence forever the little vessel; and there came in it a violence of wind that threw the vessel on her side, and she started like the affrighted stag from his lair, bounding off before the awful pressure. Squall after squall struck her, flash after flash surrounded her, and thunder rolled in her wake, while every timber retorted to the shakings of the heavens. It was a typhoon; the ocean was as white as the snowdrift. Such was the violence of the wind that a new maintopsail, close-reefed, was blown into shreds. Æolus soon emptied his wrath upon the bosom of Neptune, and in ten hours the *Shenandoah* was making northing again.

Two days after that fearful typhoon we received another from the same quarter, but it was more civil and lasted a shorter time. The weather continued so threatening I felt as if the uncertainty and violence of the weather, the constant threatening sky, and agitated sea would never allow the vessel to get north of the parallel of 45°. That gale, like its predecessors, had worked to the westward, and the vessel began her northing again. On the 17th of May the ship was north of the parallel of 45°, and the weather, though cold, looked more settled. I think at all seasons bad weather may be expected between the parallels of 40° and 45° N. The week before appears at this time to me to have been more replete with desperate trials of wind and weather for energy and the vessel to overcome than all my former experience or imagination could fortify me to meet. On the 20th of May the Kuril Islands, covered with snow, came in sight, and on the forenoon of the 21st steamed under staysails into the Sea of Okhotsk and ran along the coast of Kamchatka under sail. There is a strong current setting along the Pacific side of the Kuril Islands, which helps to form the Sea of Okhotsk to the northeast.

On the 29th of May captured and burned the whaling bark Abigail, of New Bedford. When the Abigail was discovered the Shenandoah

was skirting an extensive field of floe ice, and beyond another she was seen standing toward us; I therefore awaited her arrival, and learned that her captain mistook the steamer for a Russian provision vessel going to the settlement of Okhotsk to supply the Russian officials. A vessel goes there twice a year for that purpose. The *Abigail* was valued at $18,000. Several of the *Abigail's* crew joined us, and among them a New Bedford man, a genuine down-easter. The captain was frightfully astonished at his situation; could hardly realize his misfortune; he had before fallen into Admiral Semmes's hands, and his vessel was destroyed, and although he had gone almost out of the world to secure a paying voyage he had failed again. He had been away from home for three years when he was captured by me. One of the mates, who was not dissatisfied with the accident to his late captain, said to him: "You are more fortunate in picking up Confederate cruisers than whales. I will never go with you again, for if there is a cruiser out you will find her. You have caught a whaler this time." The captain was heard repeatedly to say: "In New England we can make a substitute for ile" (oil), "but we must 'ave bone" (whalebone).

I continued as far as the mouth of Ghijinsk Bay, but found it so full of ice the steamer could not be entered. Then I stood along the land of eastern Siberia as far as Tausk Bay; then she was forced away by the ice and started for Shantaski Island, but found ice in such quantities before she reached the one hundred and fiftieth meridian of east longitude she was forced to the southward with ice almost in every direction and apparently closing on her. That ice varied from 15 to 30 feet in thickness, and although not very firm, was sufficiently so to seriously injure the vessel if neglected. I desired to reach Shantaski Island (called Green Island), for the fishing is there and in the bays southwest of it.

Within twenty days the ship had run from the tropics into snow and ice, from excessive heat to this excessively cold climate, and yet there was nothing more than catarrhs among the crew, from which they soon recovered. I had been without a stove, and the *Abigail* supplied the requisition. The caution resorted to [to] prevent sickness was an order preventing unnecessary exposure of the crew; consequently the vessel was kept under easy sail. The men were required by the surgeon, Charles E. Lining, an intelligent gentleman and excellent physician, to clothe themselves warmly and keep themselves dry. Extra rations of grog and hot coffee were served at regular hours, and the surgeon's assistant, Dr. Fred J. McNulty, a good fellow, inspected the food for the crew before and after prepared. Indeed, the medical gentlemen can not be complimented too highly for their excellent discretion in preserving the sanitary condition of the vessel.

The gales during the summer months north of the parallel of 40° are frequent, of few hours' duration, and move with excessive velocity, testing the forbearance of every object within its path. The *Shenandoah* experienced several of those gales in the Okhotsk Sea, and the danger of successfully weathering a gale in that sea is a secondary consideration to the heavy ice which a vessel might be forced against and wrecked. She took the first one of those gales to windward of 20 miles of floe ice, and if she had been hove to with the ice under her lee she would probably have been lost and her entire crew. It became imperative to relieve the ship of her perilous situation (she drifted faster than the ice) by finding a more comfortable berth for her elsewhere. She was run a little *distance from* and along the floe until a passage was *seen from aloft through it,* and open water beyond. She entered that

passage, and in a short time was lying to under close sail, and the floe to windward, which a little time before was our dreaded enemy, was then our best friend, for the fury of the seas was expended on it and not against the sides of the *Shenandoah*, and acted as a breakwater for her. She lay perfectly easy; the water was as smooth as a mill pond, while expended seas on the farther edge of the floe broke furiously, throwing sheets of water 20 feet high. It was a majestic sight, resembling an infuriated ocean wasting itself against an iron-bound coast. The ship being relieved of a threatened danger, the next thought was to prevent her forging into ice during the thick weather which came on with the gale in fine rain and sleet. The wind was bitter cold, turning rain into ice, and forming a crust wherever it fell. The braces, blocks, yards, sails, and all other running rigging was thoroughly coated in ice from a half to 2 inches thick, so that it was impossible to use the braces. She forged easily into a floe which had not been seen, and after entering it a quarter of a mile was completely blocked in on every side. Icicles of great length and size hung from every portion of the vessel and her rigging. The gale lasted nine hours and passed over, and it was calm; the clouds had exhausted themselves and gone. The rosy tints of morn prepared us for a scene of enchantment, and when the sunlight burst upon that fairy ship she sparkled from deck to truck as if a diadem had been thrown about her, awakening exclamations of enthusiastic delight. The crew was ordered aloft with billets of wood to dislodge the ice and free the running gear. The large icicles falling from aloft rendered the deck dangerous to move upon, and it soon became covered with clear, beautiful ice. The water tanks, casks, and every vessel capable of receiving it were filled.

A supply of several hundred gallons of drinking water was not unacceptable, for it saved the consumption of fuel in condensing.

As soon as the rigging was clear of ice, so that the braces would traverse the blocks without danger of chafe, warps and grapnels were run out on the floe and hooked to large blocks of ice, and the ship was gradually worked out of it. Lieutenant Lee, a very excellent seaman, had charge of the deck. She had not been out of that dangerous situation eight hours before she was run again into a detached portion of the same floe and blocked in again. Lieutenant Scales, a gallant young officer, had charge of the deck. She was more quickly relieved by Lieutenant Grimball than in the former case. One gathers experience under certain circumstances and grows reconciled to situations which at first excite anxiety. It was evident from the quantity of drift ice in view that the floe was westward, and to continue the ship in that direction would be useless and dangerous.

She was therefore run to the eastward, and after knocking about till the 14th June, I left the Sea of Okhotsk, entering the North Pacific by the fiftieth parallel passage (or Amphitrite Strait) and steered northeast with a cracking southwester after her. When I gave the course northeast it was to take the ship midway of the most western of the Aleutian and the most eastern of Komandorski islands, because currents about detached portions of land are irregular in direction and force.

In a few hours after leaving Amphitrite Strait the wind hauled more to the south and then east of south, producing a condensation of atmosphere which terminated in a thick, black fog, shutting the ship in an impenetrable mist to the eyes. I continued to run the ship northeast for the first twenty-four hours, and the wind having hauled still more to the eastward I deemed it prudent to steer E. N. E., because I was without observations and the wind would give the current a set or

direction to the northwest, which, if not considered and introduced in my reckoning, would force the ship too much away from a direct course and perhaps uncomfortably near the Komandorski Islands. I therefore allowed two points for drift in a northwest direction. At the end of the next twenty-four hours I was without observations again, and I knew from the dead reckoning that the ship must be near the passage. The wind had drawn more from the land—the east—and the ship was headed more to the north.

During the afternoon the wind fell light from northeast, which change in force of wind was pretty sure evidence of the proximity of land, and immediately with that change of wind the fog lifted a little and the cry of "Land ho!" was made. At intervals it could be seen ahead at a distance of not more than 4 miles. The ship's deck was in charge of Lieutenant Grimball, who, in obedience to my order, tacked the ship, having just wind enough to turn her around, and it fell calm, leaving a fog denser than ever. That land was Copper Island. It is generally the case that a fog lifts so that objects are visible at distance of 5 to 6 miles and that lifting frequently occurs on approaching land, which may be attributed to the rapid absorption of moisture by earth. The ship was 37 miles in error of her reckoning, notwithstanding the allowance made for drift, etc. I ordered steam, furled sails, and entered Bering Sea on the afternoon of the 16th of June, 1865.

The cruising in Bering Sea is not of a very delightful character; changes of weather were more sudden, and although the fogs did not last so many hours as they had done in the Sea of Okhotsk, they were more frequent and lighter in complexion.

I made Cape Navarin on the 21st of June, and, on the 22d, finding a current setting to the northeast, and soon after seeing blubber, I concluded that whalers were cutting out southwest of the *Shenandoah*, and I steamed in that direction. My calculation was well founded, for the steamer had not gone more than an hour in a southwesterly direction when the masthead lookout cried, "Sail ho!" He reported two sail. The *Shenandoah* was instantly entered on the chase, and soon came up with the ships *William Thompson* and *Euphrates*, both of New Bedford, and before prize crews could be thrown on board of those vessels another sail was reported. A breeze had sprung up, and to work quickly was all important. Seeing the prize officers in charge of the vessels, and their respective captains and crews on board of the *Shenandoah*, I started in chase of and soon overhauled the British bark *Robert L. Townes*, of Sydney. Her captain was anxious to learn the name of the steamer, and I ordered his [her] name to be given the *Petropawlowcka*. The *William Thompson* was the largest whaler out of New England, and, after removal of all valuables, set the vessels on fire. The aggregate value of the two vessels was $83,000. Those vessels had on board 800 casks of oil.

The following day [sighted] five vessels near a large body of floe ice, and the steamer stood for them; hoisted the American flag and communicated with the nearest, which proved to be the ship *Milo*, of New Bedford. The *Shenandoah* was run close to her stern and her captain was ordered to come on board with his papers. He complied, and was surprised to learn the character of the steamer; said he had heard of her being in Australia, but did not expect to see her in the Arctic Ocean. I asked for news. He said the war was over. I asked for documentary evidence; he could not supply it; he believed the war ended from what he had heard. I replied that it was not satisfactory, but that if he could produce any reliable evidence I would consider his

impressions. He replied he could produce none such. He then said: "I took your command for a telegraph steamer which we have been expecting to lay a cable between Russian America and eastern Siberia." He was informed that I was willing to ransom his vessel if he accepted my conditions. He reflected a little and then said: "I see how it is; I will give bond and receive all prisoners you may put on board." I received his register and bond and directed him to return to his vessel and send all his boats with full crews to the steamer for prisoners and to keep her fore-topsail aback.

The boats came to the *Shenandoah*, and she steamed in pursuit of two vessels which seemed to be in communication. I resorted to the stratagem with the *Milo* of drawing her crew away to prevent her escape, for if I had not removed her crew her captain could have forced me to ransom another vessel, which would have been clever in him. A breeze had sprung up, the vessels had taken alarm, and I knew that the work before me required promptitude and management, or the rascals would have a good joke on me. The captains had communicated and entered their vessels in the floe. The *Shenandoah* ran close to and parallel with the floe and separated the barks, each being distant a mile, and fired at the one farthest in the ice, which made her heave to. Her consort then tacked and stood out of the floe for the Siberian coast with a good wind. I fired a second time at the bark which was hove to, and her captain interpreted it to mean stand out of the floe, and submitted to the prize boat which was in pursuit of her. She proved to be the *Sophia Thornton*, and her captain and officers were received on board the steamer. The officer in charge of the prize (Lieutenant Scales) was ordered to communicate with the *Milo* and order her captain to keep company with the *Sophia Thornton*, which vessel was ordered to follow the *Shenandoah*. The *Milo* would not attempt her escape, because she was without a crew [or] register, and had given a bond for $46,000. There was no inducement to do so, and I have believed that Captain Howe rather enjoyed the sport, for the worst that could happen to him was the loss of his voyage, while his associates lost their vessels and cargoes. The *Jireh Swift* was a fast bark, and had risked her escape to a good breeze, which might run her within a marine league of the Siberian coast. I chased her for three hours before getting near enough to shell her, but Captain Williams, who had made an obstinate effort to save his bark, saw the folly of exposing his crew to a destructive fire and yielded to his misfortune with a manly and becoming dignity. When the boarding officer, Lieutenant Lee, visited the *Jireh Swift* he found her captain and crew with their personal effects packed ready to leave the bark in her boats for the *Shenandoah*, and the bark was in flames twenty minutes afterwards. I think the *Swift* would have escaped if she had continued in the ice, and sharing the danger to which the *Thornton* was exposed would have had a wholesome effect upon the mind of her captain. The prisoners were all transferred to the *Milo*, and she was furnished from the stores of the *Thornton* with supplies, and being given a certificate stating why he was without his register, she was sent to San Francisco that the Richmond Government might hear of my whereabouts and of what the steamer was doing. The other two vessels were foreign. Captain Williams stated he did not believe the war was over, but believed the South would yield eventually.

The captains of the three prizes had been visiting a few hours before my arrival, and a difference of opinion upon the subject of the close of the war evidently existed. The Swift and Thornton had planned their escape in that interview while I was occupied by the Milo. Captain

Williams said the South had made a mistake in not sending a cruiser to the Arctic Ocean two years before, for the destruction of that whaling fleet, from which New England gathered her wealth, would have more seriously affected the Northern mind than a dozen battles in Virginia.

That remark of Captain Williams indicated a just idea of the Yankee character and its policy in the war; they made money by it, and for this reason they waged it. Politicians fed on fat contracts and immense Government expenditures, enriching the agents through whose hands the money passed. A high tariff taxed the people without their seeing it, while the manufacturers realized fortunes. The newspapers of the large cities, filled with the details of battles, greatly increased their circulation, and their proprietors grew correspondingly wealthy. The Government stimulated business by issuing paper and creating a debt that is intended the South is eventually to pay. It was thus that the war was waged [and] was continued, and it was only to be stopped on the mercenary principle of showing that it would no longer pay to keep it up. The Yankee captain spoke the genuine philosophy and morality of his countrymen.

The aggregate value of the *Swift* and *Thornton* was $132,000. On the 23d of June captured the brig *Susan Abigail*, of San Francisco and from that city, with California papers containing a number of dispatches, and among them was one that stated the Southern Government removed to Danville and the greater part of the army of Virginia had joined General Johnston's army in North Carolina, where an indecisive battle had been fought against General Sherman's army; also that at Danville a proclamation was issued by President Davis, announcing that the war would be carried on with renewed vigor, and exhorting the people of the South to bear up heroically against their adversities. I questioned the captain of the *Susan Abigail* upon the general opinion in San Francisco about the military condition of American affairs, and he said: "Opinion is divided as to the ultimate result of the war; for the present the North has the advantage, but how it will end no one can form a correct opinion; and as to the newspapers, they can not be relied upon." The *Susan Abigail* gave the latest information from America, and she fell into my hands before she had communicated with any vessel; indeed, the *Shenandoah* was the first vessel she had seen since she had left San Francisco. She was burned, and valued at $6,500. Three of the *Susan Abigail's* crew joined the *Shenandoah*, which was evidence that they did not believe the war ended; and they had been paid their advance, so they had nothing to lose by returning to San Francisco; they were not urged to ship, but rather sought service in the *Shenandoah*. The brig was on a trading voyage after furs, gold quartz, and whalebone, which her captain got of the native Indians in exchange for bright articles of apparel, tobacco, and whisky. The ship had been under steam, but was now under sail and fires banked, and to the northward of the island of St. Lawrence several Eskimo canoes, made of seal skins and other skins, visited the steamer, and the officers traded with them for furs and walrus tusks, in which they took a great interest. Two of the lieutenants, Chew and Scales, had never made a cruise; they had only seen six months' sea service. Such traders were novel sights to those who had never seen anything of the kind before. On the 25th June put the ship under steam in chase of and captured the *General Williams*, of New London; burned her. She was valued at $44,740; her captain *was certainly a Jew, and the* second of the kind I had seen; he was a

dirty old dog. On the 26th of June chased and captured the following six Yankee whale vessels, and burned the whole of them except the *General Pike*, which was ransomed for the sum of $30,000:

Bark W. C. Nye, valued at	$32,000	Bark Gipsey, valued at	$34,000
Bark Nimrod, valued at	30,000		
Bark Catharine, valued at	26,000	Aggregate	160,000
Bark Isabella, valued at	38,000		

It will be observed that within forty-eight hours the *Shenandoah* destroyed and ransomed property to the value of $233,500, more than $200,000 of which was destroyed. The *General Pike* had lost her captain, and the mate was in charge of her, who asked as a special favor of me to ransom the *Pike*, as I should have to ransom one of the vessels. I asked his reason, and he said, "Captain, if you ransom the vessel her owners will think me well to do in getting her out of this scrape, and it will give me a claim on them for the command." I sent all prisoners to the *General Pike* and ordered her to San Francisco. On the 27th June ship under sail with a head wind, and eleven sail in sight, all to windward. I felt no doubt of their nationality, and to attempt the capture of any one of them while the wind blew would be the loss of the greater part of them. Lowered the smokestack and continued in the rear of the whalers, keeping a luff and retarding her progress as much as possible, so as to arouse no suspicions among the Yankee crowd ahead. On the 28th at 10:30 a. m. a calm ensued; the game were collected in East Cape Bay, and the *Shenandoah* came plowing the Arctic waters under the American flag with a fine pressure of steam on. Every vessel hoisted the American flag.

I had heard of the whale ship *James Maury* when at the island of Ascension, and after reaching the Arctic Ocean heard again of her, and also of the death of her captain, whose widow and two little children were on board. While the boats were being armed, preparatory to taking possession of the prizes, a boat from the whale ship *Brunswick* came to the steamer, and the mate in charge of the boat, still ignorant of our nationality, represented that the *Brunswick* a few hours before had struck a piece of ice, which left a hole in her starboard bow 20 inches below the water line, and asked for assistance, to which application Lieutenant Whittle replied, "We are very busy now, but in a little time we will attend to you." The facetiousness of that reply coaxed a smile from me. The mate thanked Mr. Whittle, and he was asked which of the vessels was the *James Maury;* he pointed to her. The *Brunswick* was lying on her side, her casks of oil floating her well up, and her captain, seeing his vessel a hopeless wreck, had offered (I was told) his oil to any purchaser for 20 cents per gallon. The *Brunswick's* boat returned. The *Shenandoah*, being in position to command the fleet with her guns, hoisted our flag, and the armed boats were dispatched to take possession of certain vessels (she had only five boats), with orders to send captains with their ship papers to the steamer. Ten American flags were hauled down instantaneously with the hoisting of the flag of the South. The eleventh still hung to the vessel's gaff, and seeing someone on deck with her gun, I sent Mr. Whittle to capture her and to send her captain on board. That bark was the *Favorite*, of Fair Haven, and her captain was unable to take care of himself from drunkenness. His vessel was without a register, liable to seizure in profound peace by the police of the sea. The hurried steps to and fro [on] the decks, the confusion and consternation among the crews in those vessels, the sheeting home of sails in one vessel while chains rattled in another, was a source of amusement to the *Shen-*

andoah. All the captains and mates were more or less under the influence of liquor, and some of them swore their sympathy for the South, while others spoke incoherently of cruiser, fire, and insurance. A drunken and brutal class of men I found the whaling captains and mates of New England. The boarding officer of the *James Maury*, Lieutenant Chew, sent her mate to me, who represented the widow to be in a very distressed condition with her two little children; that she was very sad, and that the remains of her husband were preserved in a cask of whisky. I sent a message to the unhappy woman to cheer up; that no harm should come to her or the vessel; that I knew she was an owner in the vessel, and that the men of the South never made war on helpless women and children; although an example to the contrary had been set them by their Northern enemy, we preferred the nobler instincts of human nature. The following vessels were captured, and those not ransomed were burned:

Ship James Maury, ransomed...	$37,000	Bark Martha, burned.....	$30,600
Ship Hillman, burned	33,000	Bark Favorite, burned.....	58,000
Ship Nassau, burned	40,000	Bark Covington, burned.....	30,000
Ship Brunswick, burned.....	16,200	Bark Congress, burned	55,300
Ship Isaac Howland, burned....	75,000		
Bark Nile, ransomed.....	41,000	Aggregate	478,100
Bark Waverly, burned.....	62,000		

Thus, within eleven hours, this unparalleled capture by the *Shenandoah* shows the bonding and destruction of the enemy's property to the sum of $478,000. Within ——— hours after those were discovered nine of them were enveloped in flames. The crews of those vessels, taken collectively, amounted to 336 men, and they were equally divided between the cartels. From the fleet I received nine privates, all intelligent soldiers, men who had been educated to use the Enfield rifle and to respect military position. The enlistment of those men in the Confederate service was evidence at least that if they had heard any report of the military failure of the South they considered it so unreliable that it failed to embarrass their judgment in seeking service in the *Shenandoah.* It is not to be supposed that those men would have embarked in a cause which they believed to be lost. No; the failure of the South to establish herself was not known to any person who fell into my hands, or even believed by such persons; for those waters are so far removed from the ordinary channels of commerce that it was simply impossible for authentic tidings of the progress of the American war to reach so remote a part of the world between the time of the actual overthrow of that Government and the capture of those vessels. Individuals may lie, but facts can not.

One of the captive captains was a brother of the down-easter who had joined the *Shenandoah* in the Okhotsk Sea. When the brothers met they shook hands, and the captain suddenly showed indignation on learning the position of his brother. In a little while, however, they were in conversation and the captain appeared in a better humor, which was soon explained; he had gone over to the opinion of his brother that it was right to make a living whenever one can do so honestly. That episode of the brothers is Yankee conversion; metallic virtue is the worship of his soul.

The cartels were furnished with certificates stating why they were without the registers; they were furnished with supplies and ordered to depart. An occasional explosion on board of some one of the burning vessels informed me of the presence of gunpowder or other combustibles, and a liquid flame now and then pursued some inflammable

substance which had escaped from their sides to the water, and the heavens were illuminated with the red glare, presenting a picture of indescribable grandeur, while the water was covered with black smoke commingling with fiery sparks. Discharges on board often resembled distant artillery, and while that scene of destruction was going on the steamer turned her head northward in search of additional prey. She continued northward amid snow and iceberg until she reached latitude 66° 40′ N., when, in consequence of her great length, the immensity of the icebergs and floes, and the danger of being shut in the Arctic Ocean for several months, I was induced to turn her head southward, and she reached East Cape just in time to slip by the Diomedes when a vast field of floe ice was closing the strait. She was forced to enter the ice, but very slowly, and every caution was observed to save her from injury. For hours she winded her way through that extreme danger, and I hoped it would be the last to encounter, for although we had become familiarized with it, still it was an unpleasant companion and one we desired to avoid. The sun was in his highest northern declination and it was with us perpetual day; when he sank below the northern pole a golden fringe marked his course until his pale and cheerless face rose again from iceberg and snow.

When the *Shenandoah* returned by the island of St. Lawrence there was a fine wind from northwest. I ordered sail to be made and triced up the propeller. While to the westward of that island, and the ship going 6 knots per hour, a dense fog came on which so perfectly cut off the view of the officer of the deck (Lieutenant Lee) that he found the vessel in pilot ice, which is certain evidence of a large body of ice being near, and before he could shorten sail sufficiently she ran into a large and dangerous floe. She was thrown aback, and she immediately gathered sternboard, and the pressure of her rudder against the ice under her counter parted one of her tiller chains; all sail was taken in as quickly as possible, and while that necessary duty was going on the steamer was in great peril. Sail being taken in, her backward progress was arrested by the ice, and she lay cosily blocked in on all sides by ice 20 to 30 feet in thickness. Warps and grapnels were now run out as on a previous occasion, and her head was gradually swung in the desired direction, and, with strong white rope mats over her cutwater and bows to protect her from bruises and injury, steam was gently applied when her cutwater rested against a large block of ice, which she pushed in front, and like a wedge it opened a track for her; in that way she worked for hours till she gained open water. The tiller chain was easily mended, and I am of opinion that stern impact bent the pintles (gudgeons) to the rudder, for I afterwards observed she had lost most of that thumping which we heard under the counter whenever she was running 10 knots and upward per hour. The remedy was severe.

The time had arrived to take the steamer out of those contracted waters into more open seas, because if intelligence had reached any of the enemy's cruisers which were parts of the squadrons of the Pacific or China stations from the cartels which were sent from the Arctic or from other vessels which had received warning of danger from the drift of wrecks or the illumination of the sky by the bonfires, or through the agency of foreign whalers, it would not have been difficult to blockade or force the *Shenandoah* into action, and to avoid such a result was my duty. It would not have been good policy or sensible to risk the steamer in a contest which, even if she had won, taking the most favorable view, would have materially injured and rendered her unfit for service until

taken into a port where she could be repaired; and we knew too well what character of neutrality controlled the first naval powers of the earth to suppose that any Government bordering on the vast Pacific coasts would endanger their existence by receiving a Confederate cruiser for repairs, and thus incurring the displeasure of the Washington Government, while England and France shrunk from such a responsibility. Two days before the steamer left Bering Sea a black fog closed upon us and shut out from our view the sky and all objects 50 yards distant; still she pressed her way toward the Amoukhta [Amukta] Pass, or the one hundred and seventy-second meridional passage of the Aleutian Islands, which are stretched from the Alaska Peninsula, the extreme southern land of Russian America, in a semicircular course toward the coast of Kamchatka, and a cursory glance at a map representing that part of the world shows alternate land and water for a distance of 20° of longitude. When the dead reckoning gave the steamer a position near the Amoukhta [Amukta] Pass, through which I intended she should enter the North Pacific, the fog continued thick and gloomy, but she dashed along on her course trusting to accuracy of judgment and a hope that the fog would lift so that the land could be seen from 4 to 5 miles distant should she fail to strike the center of the passage. It would have been a culpable mistake to stop steaming or to run on a circle because the weather was foggy, in a sea and near islands where currents are irregular in direction and force, for the drift of the ship would perhaps prove more fatal than running on a direct course from last observations. I preferred to run the ship for the pass, assuming that three sights taken near noon the previous day, when the fog cleared for a moment, gave an approximate position to the ship which partially corroborated the dead reckoning (although no two of them agreed), and by taking a middle course for the center of the pass that it would be more prudent to go ahead than to wait for clear weather. It only required a little nerve. When I expected the ship to be about the center of the pass, much to my relief land was seen off either beam, and the position of the ship was accurately discovered or ascertained by taking cross bearings. That feeling of security against a danger which is overcome is truly delightful to the senses. It was my first great experience, for it involved the safety of the ship and the lives of all on board. The ship was safe.

Again in the North Pacific Ocean, with fine weather, and the Aleutian Islands astern, I felt an unbounded sensation of freedom on the surface of that vast expanse of water where those who can take care of ships feel at home, and when looking back in that direction where we had seen such hard and dangerous service I involuntarily breathed away dull care; and why not? It was my home for twenty years; my early ideas were associated with the ocean and ships and all that sort of thing; I felt no longer trammeled by iceberg, floe, and land; no longer to hear the masthead lookout cry "Ice ahead." We had run out of a gloomy vapor into a bright, cheerful, sparkling ocean, and as soon as a hot sun thawed the frosty timbers and rigging of the craft she would be more than a match for anything she might [meet] under canvas.

It was the 5th of July when the Aleutian Islands were lost sight of, and the ship sought the parallel for westerly winds to hasten her over to the coast of Lower California and Mexico to look after the steamers running to and from Panama for San Francisco. She jogged along with light air and dashed before occasional gales until she reached the meridian of 129° W. There she took the north wind which sweeps down the California coast, and her course was given parallel with the

land, and a sharp lookout was kept, for she was then in waters frequented by the enemy's cruisers, as well as a large merchant marine The ship had by that time lost that cold, cheerless aspect which circumstances had imposed upon her in higher latitudes; her decks were once more the places of resort where Jack took shelter from a scorching tropical sun under her bulwarks and thirty-seven head of live hogs sunned themselves. The connection is singular, but I have seen Jack use a hog for his pillow, by scratching a hog to sleep in order to use him as a pillow afterwards. A sailor bathes all over every morning, and that is cleanliness; but he is nevertheless a dirty fellow.

On the 2d of August got up steam in chase of a bark, and in a short time came up with and boarded the British bark *Barracouta*, of and bound for Liverpool, thirteen days from San Francisco. The sailing master, Mr. Irvine S. Bulloch, was the boarding officer, and through that officer I received a few papers in which the surrender of the several Southern generals in the field and the capture of President Davis was announced. The following extract is taken from the remarks in the log book of the lieutenant of the watch under date 2d of August, 1865:

> Having received by the bark *Barracouta* the sad intelligence of the overthrow of the Confederate Government, all attempts to destroy the shipping or property of the United States will cease from this date, in accordance with which the first lieutenant, William C. Whittle, jr., received the order from the commander to strike below the battery and disarm the ship and crew.
>
> D. M. SCALES.

My life had been checkered, and I was tutored to disappointment; the intelligence of the issue of the fearful struggle cast a deep stillness over the ship's company and would have occupied all my reflection had not a responsibility of the highest order rested upon me in the course I should pursue, which involved not only my personal honor, but the honor of that flag intrusted to me, which had been thus far triumphant. I first thought that a port in the South Atlantic would answer all my purposes for taking the ship, but upon reflection I saw the propriety of avoiding those ports, and determined to run the ship for a European port, which involved a distance of 17,000 miles—a long gantlet to run and escape. But why should I not succeed in baffling observation or pursuit? There was everything to gain and only imaginary dangers. The ship had up to that time traversed over 40,000 miles without accident. I felt assured a search would be made for her in the Pacific, and that to run the ship south was of importance to all concerned. Some nervous persons expressed a desire that the steamer should be taken to Australia or New Zealand, or any near port, rather than attempt to reach Europe. I could not see what was to be gained by going in any other direction than to Europe. I considered it due the honor of all concerned that to avoid everything like a show of dread under the severe trial imposed upon me was my duty as a man and an officer in whose hands was placed the honor of my country's flag and the welfare of 132 men. The run down to Cape Horn was expeditious, and before reaching the pitch of the cape, in fine weather, several American vessels passed us going to the westward. One vessel only was standing as we were, to the east, and that English vessel ran away from the *Shenandoah*. I attribute her defeat to the condition of the copper on her bottom, an unpleasant circumstance, for it might require all her fleetness to escape a Federal cruiser.

The wind was northwest on the Pacific side, and for several hours before doubling the cape under topgallant sails the ship ran 15 knots

per hour, and she passed to the eastward of the cape on the 16th September, when she took a gale at N. N. E., which continued unsteady from the northward, forcing the ship to west longitude 24° 40′ before she reached the parallel of 40° S. She passed unpleasantly near the Shag Rocks during darkness in boisterous and cold weather. Day after day icebergs and dangerous blocks of ice were near the ship. We were without a moon to shed her cheerful light over our desolate path, and the wind blew so fiercely that the ship's speed could not be reduced below 5 knots per hour. It was more prudent to go ahead than heave to, for I was without observations for several days and in an easterly current. Some of the icebergs were castellated and good representations of fortifications and sentinels on guard. Although the nights were painfully dark, she escaped injury. Did you ever see darkness so black that it seemed tangible or seemed impenetrable to light? When the senses dwell upon such an envelopment the eye feels oppressed by the black weight, and a feeling of suffocation is produced. These outer struggles of our vessel were in accord with the deep, dark, and gloomy thoughts that now filled our minds; we were without a home or a country; our cruise contrasted sadly with what it had been a few months before; we now avoided instead of seeking vessels. I believe the Divine will directed and protected that ship in all her adventures. The steamer's course was northward, with a good southeast trade wind. and she crossed her outward track on the parallel of 30° S.

The ship had now reached the parallel of Cape Town, and I was favored by the reception of the following official communications.* The foregoing communications are a part of the history of the cruise made by the C. S. S. *Shenandoah*, and should therefore be embraced in this narrative. Every officer and man is jealous of his reputation, and therefore it is my duty to respect the feeling of all who were under my command.

The *Shenandoah* crossed the line on the 11th of October, 1865. In latitude 10° N. she took the northeast trade wind. She fell in with a great many sail, but kept at a respectful distance from them, working her way along under sail through the doldrums. On the afternoon of the 25th of October, when she had crossed the trade belt and was running out the northern edge of it in light air, the ship just fanning along, a masthead lookout cried, "Sail ho!" The cry of "sail ho!" carried apprehension to the hearts of many; the dreaded Federal cruiser might be at hand, and what then? The cry brought many to their feet who were indulging repose, and an enquiring glance conveyed their anxiety of mind; for if a Federal cruiser was to be found anywhere she would be in that region of ocean where most vessels bound to Europe would be intercepted. Glasses swept the northern horizon in search of the stranger, but she was visible from aloft only. I sent a quartermaster aloft with orders to communicate to me only what he could ascertain from the appearance of the sail. He reported her under short sail with her mainsail up or furled, and that from the spread of her masts [seemed] to be a steamer. She was standing a little more to the east of north than the *Shenandoah* was heading. The sun was thirty minutes high and the sky was cloudless. I could make no change in the course of the ship or the quantity of sail she was carrying, because such evolution would have aroused the stranger's suspicion, expose the *Shenandoah* to investigation, and, whatever she might be, she had seen the *Shenandoah* and

* See pp. 779–783.

might be waiting to speak her. Communication was undesirable to me. After the sun had gone down, leaving a brilliant western sky and a beautifully defined horizon, I sent that quartermaster again aloft with orders similar to those he had previously received. He reported her to be a cruiser and he believed her awaiting in order to speak. The *Shenandoah* had come up rapidly with the sail and there seemed little chance of escaping communication. A danger was, she would approach too near during light. She could already be seen from deck, and darkness came on more slowly than I had ever before observed it. The situation was one of anxious suspense; our security, if any remained, depended on a strict adherence to the course; deviation would be fatal; boldness must accomplish the deception. Still she forged toward the sail, and it would be madness to stop her. Darkness finally threw her friendly folds around the anxious heart and little ship, and closed the space between the vessels. What a relief! She could not have been 4 miles off. The *Shenandoah's* head was turned south and steam ordered. At 9 o'clock the moon rose while our sails were being furled, and the surface of the steamer aloft being greatly reduced by that maneuver, it would be difficult to ascertain where she lay if looked for. The coal was Cardiff and the smoke was a white vapor which could not be seen 200 yards, and now that the engine was working and the steamer heading east we had at least all the advantage to be expected. It was the first time she had been under steam since crossing the line on the Pacific side. Indeed the fires were not lighted for a distance [of] over 13,000 miles. The *Shenandoah* was 500 miles southeast of the Azores, and if there was an American cruiser in that locality on the 25th of October the two ships or cruisers were within 5 miles of each other. [Latitude (noon) 31° 40′ N., longitude 35° 24′ W.] The *Shenandoah* was continued on an east course for 15 miles, and then steered north for 100 miles, when a strong southeast wind dashed her along up to [within] 700 miles of the port of Liverpool. A calm then ensued, leaving us in sight of 11 sail during daylight. The ship was continued under sail until night again took us in its friendly embraces, when, after furling all sails, the vessel was put under steam and pushed her way toward the haven she would be. Discretion is always the better part of valor; I considered it prudent to avail of darkness.

The *Shenandoah* entered St. George's Channel on the morning [of the] 5th of November, just 122 days from the Aleutian Islands, and the acting master, Mr. Irvine S. Bulloch, made an excellent landfall; he had not been able to rate the chronometers since leaving Melbourne, and could only conjecture their accuracy while she was in the Arctic Ocean, for we saw no land after leaving the Aleutian Islands until the beacon in St. George's Channel was seen where it was looked for. We had sailed a distance of 23,000 miles without seeing land. The navigation is very beautiful when that fact is considered. I received a pilot after night, and when he was informed of the character of the steamer, he said: "I was reading but a few days ago of her being in the Arctic Ocean." I asked for American news. He said the war had gone against the South, and I directed him to take the ship into the river Mersey, that I might communicate with Her Majesty's Government.

The quiet satisfaction of all countenances for the success in reaching a European port was unmistakable, and I have no doubt a weight was removed from each heart, if I may be permitted to judge others by my own. I felt a great relief, because I felt I had done my duty toward all who were under my command; and after performing my duty toward

the power which had placed me in that responsible position, my duty was next to those who had shared the perils and trials and privations of the cruise.

On the morning of the 6th of November, 1865, the *Shenandoah* steamed up the Mersey in a thick fog under the Confederate flag, and the pilot, by my order, anchored her near H. B. M. ship of the line *Donegal*, commanded by Captain Paynter, R. N.

Shortly after the *Shenandoah* anchored a lieutenant of the *Donegal* visited me to ascertain the name of the steamer and give me official intelligence of the termination of the American war. He was very polite toward me, and left me to believe he felt a sympathy for us in our situation. The flag was then hauled down by my order at 10 a. m. of the 6th of November, 1865. I addressed the following communication* to Her Britannic Majesty's minister for foreign affairs. It was prepared on the night of the 5th November, after receiving intelligence from the pilot. Of course the subject for such a letter had been pondered over some days before.

The following day a gunboat came alongside of the *Shenandoah* and made fast to her; customs officials took possession of her, and I relieved the officers and crew of all duty. The visit and detention of the gunboat was in consequence of an application from Mr. Adams, or his substitute, that the *Shenandoah* should be secured from getting to sea again. How perfectly absurd that must sound to the reader! It was intended to be an offense offered to a defeated but unconquered enemy; to men who had succeeded in disposing of the *Shenandoah* in a way not congenial to the Yankee nation. The ship and all on board were held by the authorities simply as far as confinement to the vessel; the only person upon whom an absolute restriction was placed was on myself. I was informed that everybody should remain on board, and an order to that effect was given by me; but some officers and several of the crew voluntarily left the vessel with no intention to desert, which was discovered by the lieutenant commanding the gunboat, and he said pleasantly: "I don't care if the lads do take a run on shore after night as long as I do not know it." He then mentioned the officers who had gone on shore, and I informed him I knew nothing of it and regretted to learn that anyone had done so. "Oh," said he, "you won't leave the vessel I know, so it don't matter about the others going on a bit of a lark." I was several times invited to go on board his gunboat, but I invariably refused to leave the vessel; I would leave on only one condition, which was the surrender being received I would be at liberty to go where I pleased; otherwise I must be taken out of her as a prisoner. Captain Paynter visited me sometimes twice a day and expressed his approval of the good conduct exhibited by those who had so recently been under my command under the painful circumstances of our situation. "It is," said he "the result of discipline and confidence in your rectitude."

On the 8th of November 10 officers, 14 acting appointments, and 109 enlisted men, which constituted the *Shenandoah's* crew, were unconditionally released. The customs officials inspected our baggage more in hunt of tobacco than treasure, I suppose. My baggage was very closely examined, but that proceeded more from my directions concerning it than any desire on the part of the officials to be impertinently inquisitive. I had neither thoughts nor stores to conceal from anyone. I presented my tumblers, decanters, and bedding, with a few trophies from the islands, to the wife of the lieutenant commanding, in care of

* See p. 783.

whose husband I was left, as a souvenir of our acquaintance. He was a good fellow and was faithful in the discharge of his duty. Before leaving the steamer I transferred all captured money, as will be seen by this copy of the following receipt.*

The late officers and men of the steamer were taken to Great George landing, Liverpool, after night at the expense of Her Majesty's Government. I thank Captain Paynter for his kindness to me, and for the interest he showed by his manner in us. During his visits he asked many questions of me for the benefit of the admiralty.

The *Shenandoah* was actually cruising but eight months after the enemy's property, during which time she made thirty-eight captures, an average of a fraction over four per month.

She released six on bond and destroyed thirty-two.

She visited every ocean except the Antarctic Ocean.

She was the only vessel which carried the flag around the world, and she carried it six months after the overthrow of the South.

She was surrendered to the British nation on the 6th November, 1865.

The last gun in defense of the South was fired from her deck on the 22d of June, Arctic Ocean.

She ran a distance of 58,000 statute miles and met with no serious injury during a cruise of thirteen months.

Her anchors were on her bows for eight months.

She never lost a chase, and was second only to the celebrated *Alabama.*

I claim for her officers and men a triumph over their enemies and over every obstacle, and for myself I claim having done my duty.

Cruise of the C. S. S. Olustee, from Wilmington, N. C., October 29 to November 7, 1864.

No report has been found of this cruise, but it has been found from reliable documents that the following vessels were captured: Bark *Empress Theresa;* schooners *A. J. Bird*, *E. F. Lewis*, and *Vapor;* ship *Arcole;* brig *T. D. Wagner.*—COMPILERS.

See p. 784.

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* Formerly C. S. S. Rappahannock.

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